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HONGKONG, THURSDAY, JUNE 7th, 1923.

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7.30 " to 8.00 "	every 15 minutes Stopping
8.00 " " 8.20 "	" 10 " " "
8.30 "	Non Stop
8.35 "	Stopping
8.45 "	Non Stop
8.55 "	Stopping
9.05 "	Non Stop
9.15 "	Stopping
9.25 "	Non Stop
9.30 a.m. to 11.00 "	every 10 minutes Stopping
11.30 " to 12.30 p.m.	" 15 " " "
12.30 "	Non Stop
12.45 "	Stopping
12.55 "	Non Stop
1.05 "	Stopping
1.15 "	Non Stop
1.20 "	Stopping
1.30 p.m. to 4.00 "	every 10 minutes Stopping
4.00 " to 4.30 "	" 15 " " "
4.30 " to 4.50 "	" 10 " " "
5.00 "	Non Stop
5.10 "	Stopping
5.20 "	Non Stop
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5.40 "	Non Stop
5.50 "	Stopping
6.00 "	Non Stop
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6.40 "	Non Stop
6.50 "	Stopping
7.00 "	Non Stop
7.10 "	Stopping
7.20 "	Non Stop
7.30 "	Stopping
7.40 "	Non Stop
7.50 "	Stopping
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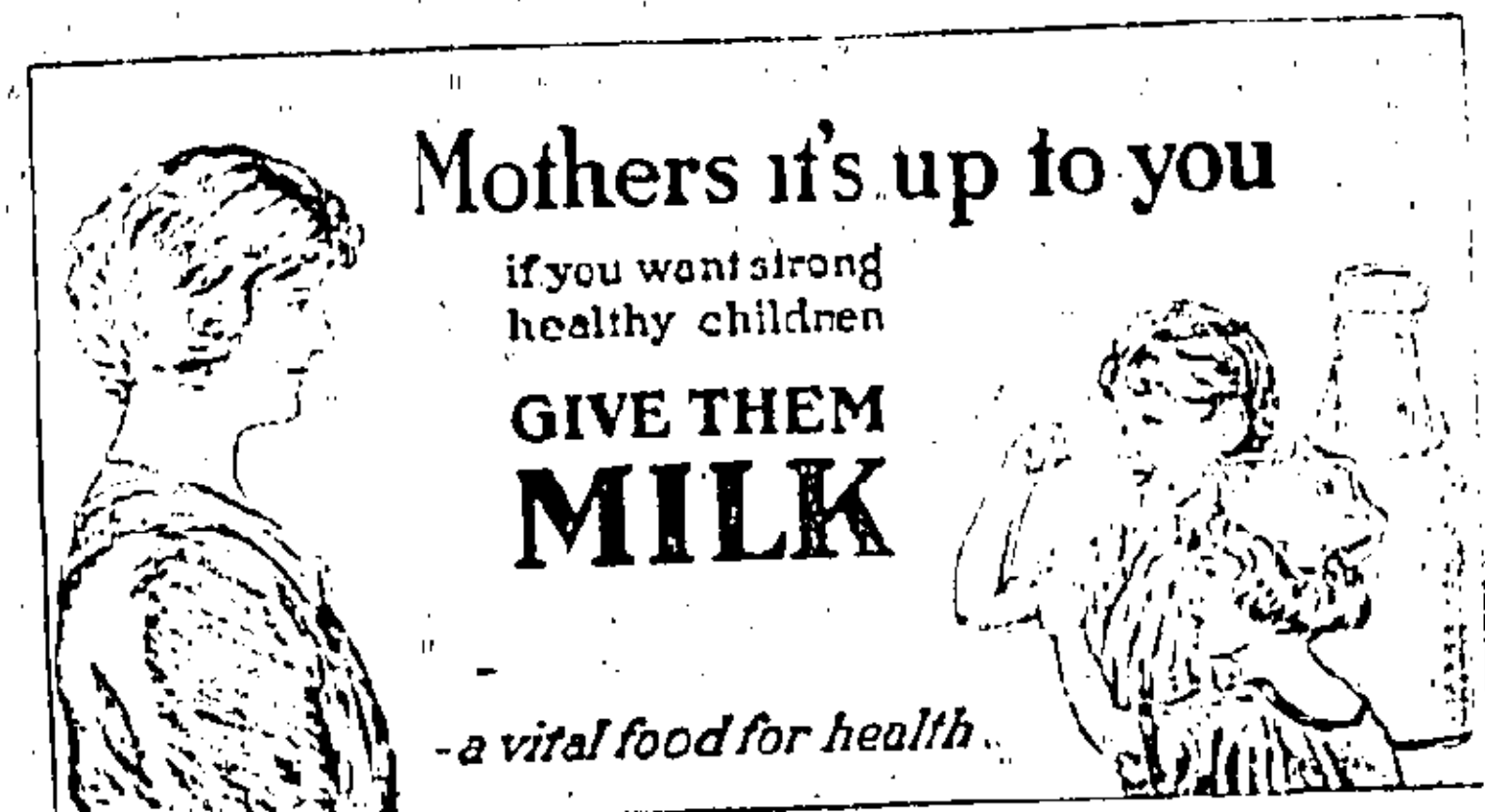
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PHONE 185 PHONE 1916THE ROYAL WEDDING.
A MILLION SPECTATORS.

The marriage of the Duke of York with Lady Elizabeth Bowes-Lyon was celebrated on April 26th at Westminster Abbey. The scene at the Abbey was one of great splendour, and the enormous crowds lining the route along which the various Royal processions passed greeted the members of the Royal family with a great outburst of enthusiasm and goodwill. It is estimated that over 1,000,000 people lined the streets.

Imagine a butterfly of many resplendent hues, poised and with wings lightly fluttering, so that its pattern is quite distinct—that was the Abbey as seen from within as the vast company of wedding guests was assembling (says *The Daily Telegraph*). For an hour the picture was never still, but always receiving some new constituent, till the effect created amazement. What has gone out of our mind on State occasions. Only the shirt-tanics of half-a-dozen Boy Scouts who were honoured by enrolment among those showing the guests to their seats brought a reminder of the drab brown that three years ago was universal. The soldiers blazed in scarlet, crossed by the ribbons of many distinguished Orders; Ministers and diplomatists were picked out, wearing uniforms whose dark cloth was almost concealed beneath masses of heavy gold embroidery; the full dress of the Royal Navy made conspicuous bright patches wherever admirals and sea captains sat together; Lords-Lieutenants of counties showed in the bravery of scarlet and silver epaulettes. Then came the line of corps of gentlemen-at-Arms, wonderfully plumed and carrying ball-balls, their Standard-bearer leading, to break up into small detachments which took station at different points.

A kaleidoscopic vision. The uniforms, in wide variety, stood out defiantly in the rich mise en scene, but their elemental colours were wonderfully softened and harmonised by the stoles and jewellery of the ladies, who were in numbers in that big congregation. In fashion and hue, here were to be seen the latest triumphs of the dressmakers' art. One passed to her place in a shimmer of silver, another with a gown of powdered gold, the rainbow itself must have been searched for the glories of tint that gave all the glamour of a kaleidoscopic vision, with its constant surprise and change. The Abbey doors had opened at ten o'clock, when already there were many waiting. At 10.45 they should have been closed, but close upon the stroke of eleven there were a few late-comers struggling to their seats.

Till now the lights had been subdued, and one witnessed the scene as if through the medium of the most subtle of artists. Suddenly the lamps all over the Abbey went up, augmenting the feebler illumination that came through the high windows. Jewels sparkled with renewed life, much that had been indistinct became clear; the outlines hardened; and every hand, in the crossing and the north and south transepts and Poets' Corner, could be recognised. Familiar people, statesmen, judges, divines, soldiers, leaders in the arts and in society. This company was representative in the widest sense. Music had pealed from the organ while the wedding guests were assembling. Purcell and Handel, whose compositions always find great favour at the Abbey, and Saint-Saëns' Benediction Nuptiale. As one looked around every seat was seen to be filled, and from positions high in the triforium faces peered down. Those people, one imagines, were actually the best-studied to enjoy the wealth of the eye that spread out below.

The Sanctuary was the sole exception, that before long all the great scene, flows of gilt and white chairs were still for the larger part empty, awaiting those who would arrive in the different processions. The Banner of Westminster stood near by the altar, upon which shone the Abbey's gold altar plate. The historical contemporary painting of the young King Richard, having given the Blessing to the congregation, peeling through the Abbey came the stirring strains of the National Anthem.

There yet remained the signing of the register. The book lay open upon a little Jacobean oak table which hung of the historical treasures of the Abbey, in the Chapel of the Kings. Only the altar screen divides those who passed through the door, following the bride and bridegroom, were few in number—the King escorting Queen Alexandra, the Queen with the Empress Marie, the Prince of Wales, and the Earl and Countess of Strathmore. All others of the Royal family and of the bride's family kept their places. In privacy the record was made, the signatures being attached with the gold pen that had been used at the marriages of Princess Mary and Princess Patricia of Connaught, dipped into the same silver inkwell. While this was proceeding the choir rendered the anthem "Beloved, let us love one another," which Mr. Sidney H. Nicholson, the other, which Mr. Sidney H. Nicholson, the Abbey organist, composed, by the hymn, "Wedding March," followed by the hymn, "Lord, grant Thy servants who implore," which, beginning with low boys' voices, rises into dramatic impressiveness.

The triumphant strains of Mendelssohn's "Wedding March" appropriately signalled the close of the ceremonies, followed, as the Abbey took so long to clear by Stanford's "Marica Eroica." As the first of Mendelssohn's challenging notes broke upon the ear, all eyes turned towards that little door of all eyes turned towards that little door of the Chapel of the Kings, through which the bride and bridegroom would be the first to appear. They came, the Duke of York smiling and bowing to friends, his bride upon his arm, the veil thrown back to disclose a happy face. The solemnity of the service, the awe that the Abbey naturally evokes, the calm and the hush, had aroused varied emotions; to these a new and essentially human note was now added. All was radiant happiness, as indeed should be. The bride and bridegroom went on alone, through choir and nave, smiling and bowing as they recognised one and another, to receive the cheer of the great crowd waiting without. Theirs by universal admission precedence over all; the King and Queen preceded even all the Royal family and all the Royalties of their Majesties' line. Then, the processions seemed to merge into one long stream, and with chatter and excitement which none troubled to suppress flowed towards the west door. If reverence undoubtedly was the key note of the service throughout, the reverence due to the occasion and the place, our common humanity reasserts itself when the strain is relieved.

As the Duke and Duchess were entering their carriage at Buckingham Palace to leave for their honeymoon, the Prince of Wales, (Continued on next column.)

the scarlet of the Grenadier Guards, and carried his tall bearskin. All was now complete, saving the presence of the bride, and notable as had been the glitter and sparkle among the congregation grouped below the steps, it was entirely mastered by the brilliancy of the Sanctuary, wherein their Majesties were the central figures of a highly composite picture, to which the glorious colours of the embroidered vestments of the Primus of Scotland, the Archbishops and Bishop, and the copes worn by the Abbey clergy contributed an additional element. There were a few tense moments, during which both the bridegroom and the Prince of Wales turned their heads in the direction of the west door, to see if the bride was approaching. The Duke of York stepped forward, and Queen Alexandra affectionately kissed him. She signalled to him a second time, and again kissed her grandson.

Now the clear voices of the choir were heard distinctly, singing "Lead us, heavenly Father, lead us." The bridal procession was upon its way. Those are long spaces within the Abbey, and minutes seemed to pass before it came into sight of those within the transepts, at the head being the mace, the cross-bearer, and the Precursor of the Abbey (Canon Nixon) immediately before the bride, who had the arm of her father. The short hymn of three verses ended as they reached the crossing. Father and daughter ascended the steps, a shimmer as of silver coming from the veil, soft upon the white wedding dress, the faint suggestion of colour. She had no orange-blossoms, the veil being held by a bridal wreath with white knots on either side. Beside the tall bridegroom, who advanced to her side, Lady Elizabeth looked petite. It was noticed that she did not carry the accustomed bridal bouquet. Its absence seemed mysterious, and only later was it learnt that at that moment the wreath was resting upon the Unknown Warrior's grave, placed there by the bride by a graceful and spontaneous act as she passed.

The two leading bridesmaids advanced to the steps, but did not ascend into the Sanctuary; the other six remaining standing throughout the service on either side of the passage way. Their white and silver gowns struck a note of great simplicity. The bridegroom's present to them was in the form of a bunch. The design was that of the White Rose of York, expressed in carved crystal, bearing in the centre the entwined initials "A" and "E," in diamonds, a subtle and beautiful combination that appeals to experts in precious stones.

The Dean of Westminster (Bishop Ryle) and the Archbishop of Canterbury had moved towards the head of the steps as the bride approached. Bowers held aloft the crosses. There, immediately within the Sanctuary rails, in the sight of the numbers, the marriage vows were performed. The Dean read the first passages, explaining the reasons for which the estate of matrimony was ordained, and the Primate presided with the charge. Of "Albert Frederick Arthur George" the vow was first required, afterwards of "Elizabeth Angela Marguerite." Audible no doubt to the clergy, it must be said that in neither case did the bride or groom utter a word. The Earl of Strathmore gave away his daughter. The marriage words were in the usual form; the bride promised "to love, cherish, and obey." The Prince of Wales produced the ring, which the bridegroom first placed upon the book, and the nuptial knot duly tied, the Archbishop gave the Blessing to the newly-married couple as they knelt.

As these passed to the altar, the two leading bridesmaids entered the Sanctuary, followed by the choir. "God be merciful unto us, and bless us," was beautifully sung by the choir, to organ accompaniment. As it ended the Precursor uttered the Lord's Prayer, and the Dean, from before the altar, read the succeeding prayers, with emphasis upon the closing words, "O Lord, bless them both, and grant them to inherit Thy everlasting Kingdom."

The Archbishop of York gave the brief and inspiring address: "Praise, my soul, the King of Heaven" was the second hymn sung, and the Archbishop of Canterbury having given the Blessing to the congregation, peeling through the Abbey came the stirring strains of the National Anthem.

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As the Duke and Duchess were entering their carriage at Buckingham Palace to leave for their honeymoon, the Prince of Wales, (Continued on next column.)

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Prince George, Prince Henry, with the Duke of Connaught and the bridesmaids, armed with rose petals, proceeded to the archway leading from the quadrangle to the courtyard, and pelted the Duke and Duchess with the petals. Prince George, not content with this, rolled his bag of petals into a ball and with a well-directed aim caught the Duke on the side of the face. The Duke smiled, and shook his fist at his brother. The Queen, with Princess Mary and the Princess Royal, watched the fun from a balcony. All were laughing heartily. The King had previously taken his share in showering them as they entered their carriage at the Grand Hall.

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Yours faithfully,

GODFREY THOMAS,

(Private Secretary.)

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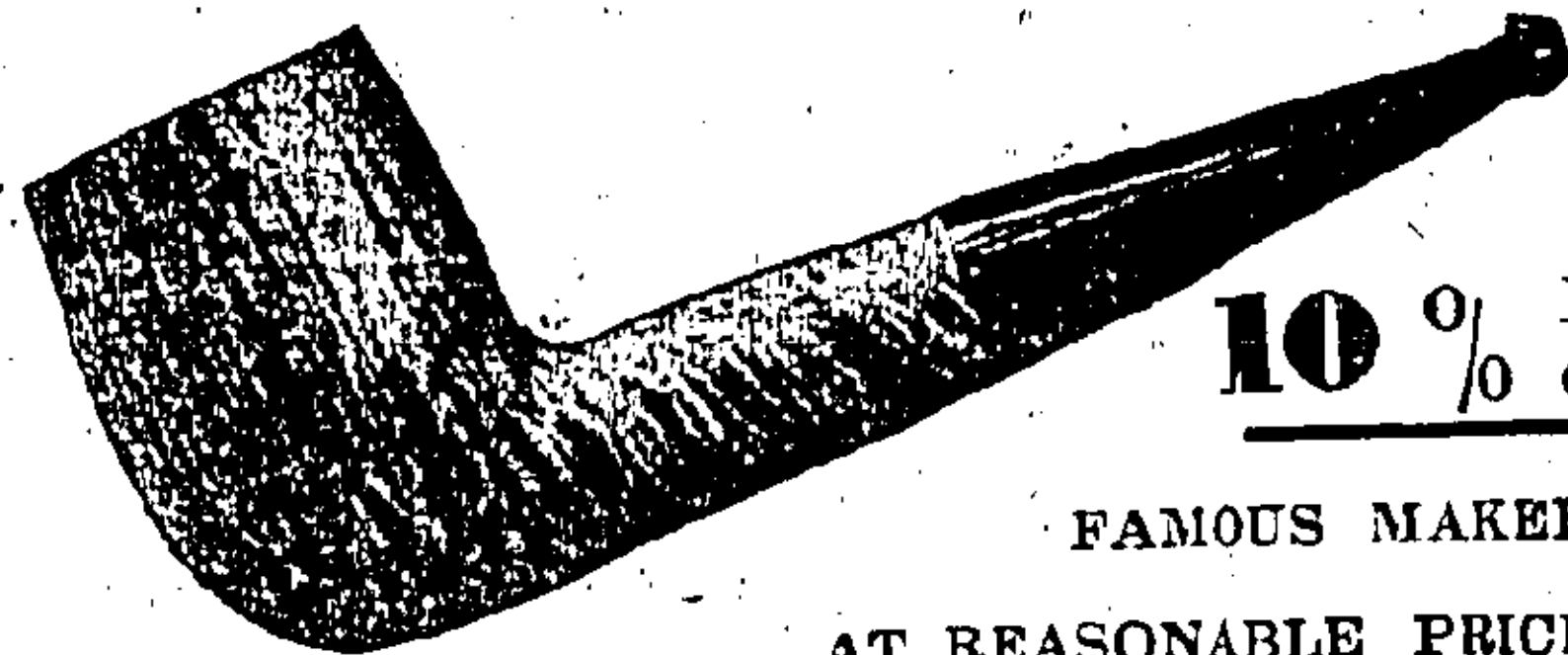
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SEA CHIVALRY.

THE UNWRITTEN CODE OF THE
SAILOR."Chivalry of the Sea" was the subject
of a most interesting lecture delivered at a
meeting of the Royal Society of Literature
by Professor J. Holland Rose, Vice-Chan-
cellor of Naval History at Cam-
bridge University.Mr. JOHN GASWORTHY, who presided,
remarked that the lecturer had chosen a
subject fascinating to English ears. But
what should we English do when trade and
warfare had climbed out from the sea to a
sphere where chivalry was hardly possible?
Rescues in the air did not come within the
bounds of the imagination. The future was
in the hands of those who would drop bombs
and disseminate poison gas from above. The
cry "Women and children first" would be
accepted in an opposite sense from that in
which it was applied on the sea. He believed
that civilization was founded on chivalry.
It was perhaps more popular to say it was
founded on justice, but justice was merely
systematized chivalry. The last war dealt
many shrewd blows at the idea of chivalry.
The next war would wipe it out, and with it
civilization itself. The future lay in the
chemist's crucible.Professor HOLLAND ROSE pointed out that
in the ancient world there was nothing
like chivalry on the sea, which was the
abode of human lawlessness and cruelty.
Chivalry in its best form was essentially a
product of Christianity. When we spoke
of chivalry we thought of Froissart and the
time of his chronicles marked the hey-day of
chivalry on land, but not on the sea, which
was still the scene of ferocity and hatred.
Maritime battles always ended in indiscrimi-
nate slaughter and drowning. As late as
1587 the Spaniards had orders to kill every-
one found in an English ship while the
English themselves often cast overboard their
captives, especially when they were en-
countered. In this connection we should
remember the small size of the ships in those
days.The Elizabethan age had, however,
examples of clemency to captives at sea, and
marked the beginning of a better time, when
the sea became more and more the home of
chivalrous adventure. In the Dutch wars
perhaps there was first formulated a definite
code of chivalry at sea. Our enemies called
forth the admiration of Blake, who, as a
result, spared the Dutch fishermen in the
North Sea.

LARGE INTO BARBARISM.

The conduct of the German in the late
war was a large into barbarism. One of
their worst features was that they sank fish-
ing boats at sight, which, since the time
of Blake, had been respected. In the Dutch
war the influence of the forecastle was on
the side of clemency towards the vanquished,
because our sailors felt a certain kinship
for the foe. By the end of the third Dutch
war fights at sea had lost their former
ferocity.Nelson and his captains continued the
tradition, and showed that it was possible to
temper valour with mercy. The chivalrous
conduct of our admirals and captains per-
vaded the whole of the service. The sea be-
came an arena for generous competition, in
which the strong helped the weak against the
common foe. Chivalry was now the unwrit-
ten code, inspiring the actions of everyone
deserving the name of sailor.

FUTURE OF THE MARINES.

ADMIRALTY'S PROPOSALS FOR
SCHEME OF AMALGAMATION.A meeting of members of the House of
Commons, convened by Viscount Curzon,
was held last month for the purpose of
hearing an address by the First Lord of the
Admiralty (Mr. L. S. Amery) on the
amalgamation of the Royal Marines, a step
which has been decided upon as a conse-
quence of the reduction in the personnel of
the Navy. The First Lord explained that
the "division of the Force" dated from 1863
and was effected with the object of creat-
ing gunners for naval work. That created
good many complications, as the Royal
Marine Artillery only served in capital ships,
and therefore were practically confined to
home waters.Any difficulties there might have been in
the administration of the force were tolerable
so long as the strength was in the neighbour-
hood of 18,000, but now that it was to be
brought down to about 10,000, the Treasury
had insisted that something must be done to
secure economy. The object of the Admiralty,
Mr. Amery explained, had been to preserve
as far as possible the identity of the Royal
Marine Artillery and the Royal Marine Light
Infantry, while carrying out an amalga-
mation which would result in the maximum
amount of economy. The only difficulty
between the two branches was that the Royal
Marine Artillery specialised in land gunnery,
and what the Admiralty proposed was that
it should become a force capable of being
landed, with shore artillery, not only in home
waters, but all over the world.All Marines, irrespective of the branch
to which they belonged, would go on foreign
service, the First Lord said. Instead of
abolishing a division of the Royal Marine
Light Infantry, or disbanding altogether
the Royal Marine Artillery, the Admiralty
plan was to combine the two. Accordingly
there would be three main divisions, with
one recruiting centre and one land training
school. There would thus be formed a
homogeneous corps, and as far as possible
the traditional uniform of the force would
be maintained. It was suggested that the
uniform should be blue, with red facings,
present officers of the Royal Marine Light
Infantry being allowed to retain their red
uniform, and present officers of the Royal
Marine Artillery their blue mess dress.The total estimated saving in cost is
£250,000 a year, and this will be secured
mainly by closing down Forton Barracks at
Gosport. Eastney was to be retained chiefly
as a gunnery school, but the housing condi-
tions there were difficult. The Admiralty
would do everything in their power to avoid
hardship either to officers or men in con-
sequence of the changes that must take
place. Mr. Amery stated that it was
proposed that the stations of the three
divisions should be Portsmouth, Devonport,
and Chatham. He promised to deal fully
with the matter when the vote for his
salary is taken in the House of Commons,
probably in July.The United States war claims have been
tentatively fixed at \$1,167,000,000 (about
£254,000,000), and notice to this effect has
been given to the Claims Commission.

THE LONDON HOSPITAL.

CHAIRMAN'S URGENT APPEAL.

Viscount Knutsford has written auto-
graph letters to several residents in the
Far East, in the following terms:—Sir,—Do forgive a possible intrusion,
but I so need new friends for this, the
largest Hospital in England.I feel desperate. We have spent a
million in making it a real world-
helper and now bare upkeep is each
day's problem. Yet the things learned
and taught here and broadcasted world-
wide by its doctors and nurses have
helped countless homes overseas.May I beg you help if and as you
can—Yours faithfully,
KNUTSFORD.P.S.—Is a "whip round" among staff
or friends possible?

HELP, OR CLOSED WARD.

The following letter from Lord Knuts-
ford recently appeared in the Times:—
Sir,—Another five years have gone by,
and I have once more, and may be for
the last time, to ask the public to help
the London Hospital to carry on for the
next quinquennium. We keep silent for
five years.The last five years have been the most difficult
I have ever been through, but we have
managed, by the reckless indulgence of
our bankers and by the gifts of generous
friends who know the hospital, not only
to keep going, but to make real progress
in the understanding and fighting of dis-
ease. Let me give an outstanding fact.
During these five years we have treated
61,500 in-patients and more than half a
million Out-patients, with a death-rate
lower than it has ever been in the 150
years of the hospital's life.The next five years are of supreme
importance, because we have come to a
point when the possibilities of medicine
and surgery were never greater. The
better means of diagnosing disease, the
treatment of disease by new methods—of
diabetes by insulin, for instance—the
greater safety in much more extensive
surgical operations, the increased atten-
tion to early symptoms of disease, and
the better organized watching of patients
who have been treated are examples of
what I mean.Is the London Hospital, the largest in
England, to stand still and not to take its
part in this great advance? Are we to
go on for the next five years with the
painful and humiliating sight of the
word "Closed" on the doors of wards?
Am I to say to our staff, anxiously
clamouring for the opportunities of
doing yet better work, "Impossible!
No money!" It is a disheartening ex-
perience, and one I have never had be-
fore in the twenty-six years I have been
chairman of this hospital.I wonder how many people realize that
the power to help the vast number of
people who will seek our help during the
next five years depends on my luck or
ability to raise £200,000 every year.I know all about the "burden of taxa-
tion." Well, try to forget it, and help
lessen the burden, present to so many
thousands of having someone very dear
to them stricken down by illness or in-
jury, and whose only chance of recovery
is by the hospital's help. I have had to
see that help refused because of our closed
doors. I burn in when you see this.
We have over a thousand people waiting
for a vacant bed, and the remembrance of
it makes me once more take upon my-
self the burden of begging.I know that I shall be told that we
ought to have saved money and not spent
all we received. But you cannot do that
when you have to face present misery
and suffering which you know can be
immediately relieved. It is impossible,
unless you have the instincts of the late
Tutankhamen, to put by wealth for the
benefit of a future generation. In hospital
work if you mark time you deserve to do
time.What, I may be asked, "of the
Combined Appeal and the Government
Grant?" They saved some hospitals
from immediate bankruptcy—but is that
enough? The appalling fact stands out
that we ended last year with an expendi-
ture of £18,000 greater than our income,
and we had pledged our available assets
to the extent of £70,000.People say to me sometimes that I
always get what I want by begging. Per-
haps this has been partly true, but it
has been hard and not very congenial
work. At the moment I feel beaten, and
am reminded of Bacon's words: "Who
can see worse days than he who, yet
living, doth follow at the funeral of his
own reputation?" I am now having a
first-class funeral!The London Hospital is a wonderful
heritage. It has been spreading knowl-
edge and sending its doctors and nurses
all over the world. Is it not, from its
very size and work, a National Trust?Do help.—Yours faithfully,
KNUTSFORD.London Hospital, Whitechapel, E.1,
March 8th.

HONGKONG SHARE MARKET

CLOSING QUOTATIONS.

	June 6, 1933.
Hongkong and Shanghai	1,015 b.
Banks	22 1/2 b.
Union Insurance	4 1/2 b.
Hongkong Fire Insurance	4 1/2 b.
Steamboats	4 1/2 b.
"Star" Forries	4 1/2 b.
Hongkong Land	37 1/2 b.
Hongkong Hotels	26 3/4 b.
Ewo Cotton Mills	14 1/2 b.
Shanghai Cottons	10 1/2 b.
Oriental	2 1/2 b.
Cements	2 1/2 b.
Hongkong Electric	30 3/4 b.
Hongkong Tram	52 1/2 b.
Peak Tramways	11 1/2 b.
"Steel" notes	81 1/2 b.
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THE LINCHENG OUTRAGE.

CHINESE PAPER ON DIPLOMATIC CORPS' RESPONSIBILITY.

The *Peking Daily News* of May 25th contains the following leading article:

In view of the fact that it is now almost three weeks since the Lincheng outrage was perpetrated, and especially of the fact that not only have the three hundred Chinese and foreign captives of that ill-fated express not been released, but that the position of the bandits has since been strengthened by the delay of the authorities to handle the situation with the firmness required by the emergency, no apology is needed to probe into the very core of the problem and see where the public stand.

A. Sir Philip Gibbs, the famous war correspondent, inscribes on the title-page of one of his war books, "Now it can be told."

And the results of our investigation may at once be summed up as follows:—
1. If the Government troops investing the bandits' stronghold had applied just another twist to their tightening screw, the Lincheng outrage would never have occurred.

2. If the bandits had not been so hard pressed by the Government troops, the hold-up of the Tientsin-Pukow express would not have been resorted to by way of diverting the Authorities' attention.

3. If the Government had its way, the troops would have continued their siege and the suppression of the bandits would have been speedily effected.

4. If the Government had not been dissatisfied with the liberation of the foreign captives at whatever cost, the hands of the Government would not have been tied.

5. If the Diplomatic Corps had not warned the Government about the imposition of "heavy progressive indemnities" should the release of the foreign captives not be brought about by the mid-night of the 15th inst., the bandits would never have been so bold with their demands.

6. If the Diplomatic Corps had not insisted incessantly on the liberation of the foreign captives at whatever cost, the hands of the Government would not have been tied.

7. As it is, the situation has got into such a mess that escape therefrom can only be at the expense not only of the prestige of the Government of the country but also of the future security of general life and property throughout the country.

In explanation as well as amplification of the above proposition, it may be stated that as early as two months ago the troops of Shantung Province had been trying to invest the bandits' stronghold at Paotaike (literally, the "Valley of Young Tigers")—there being already no less than one hundred Chinese captives in the bandits' hands—that the military cordon had been effectively tightened, and that the starving out of the bandits, especially the families of the bandit chiefs, appeared to be a matter of only a few more days. Luckily for the besieged bandits, some 600 of their comrades managed to make good their escape and, in a desperate effort to divert the ever-increasing pressure upon Paotaike, staged the train hold-up near Lincheng.

As soon as the troops were apprised of the outrage, they pursued the bandits, but the latter were crafty enough to foil their pursuers by employing their latest captives, particularly the foreigners, as a screen against the soldiers. Then began the long-drawn negotiations. But hardly had the bandits made one promise than they broke it, because they were promptly informed of the Diplomatic Corps warning to the Government that "heavy, progressive indemnities for every twenty-four hours of delay in the liberation of the captives beginning at midnight of the 15th May," would be exacted. This merely added to much extra powder to the bandits' exhausted ammunition.

The main concern of the Diplomatic Corps was the safety and the earliest release of their unfortunate nationals, and the main concern of the besieged bandits was the tightening of the military cordon which cut them off from the outside world and exhausted their supply of food and water, etc. The bandits accordingly demanded the withdrawal of the Government troops under threat of putting the foreign captives to death, and in their eagerness to obtain the captives' release the Diplomatic Corps dissuaded the Government from further forcible measures.

In particular, the Diplomatic Corps advised the withdrawal of the investing troops, and as soon as this was done the besieged were enabled to communicate with their outside comrades.

In other words, the solicitude of the Diplomatic Corps over-reached itself and, as a result, not only the captives have not been released but the bandits themselves are now in a position to defy the authorities.

This is, in brief, the truth of the Lincheng situation and the responsibility of the Diplomatic Corps in the delay of the captives' release. And an independent confirmation of the above will be found in the letter sent to Premier Chang Shao Tsang, enclosing a memorandum of an interview with their Excellencies the Portuguese and the British Ministers, by Mr. Thomas King, of the Waichinopu Secretariat.

It is no use to cry over spilled milk, but we hope that the salutary lessons learned in these anxious weeks will not be lost.

SILK WEAVING IN AUSTRALIA.

The works of the Australian Silk Mills, Ltd., at Redfern (Sydney) opened in March, representing the first attempt in Australasia, to weave silk. The first lines to be produced will be taffetas, satins, neckties, dress goods in plain, stripes, and check effects of various weaves, mouselines, ladies evening shawls, and woollen honeycomb shawls. As much as £20,000,000 worth of various kinds of silk and silk fabrics have been imported into the Commonwealth in one year.

SUMMARY COURT.

[BEFORE THE CHIEF JUSTICE (SIR WILLIAM BRESS DAVIDS).]

TAIKOO DOCK COMPANY SUED.

The Taikoo Dockyard and Engineering Company, Limited, were the defendants in the Summary Court yesterday morning, when an Indian watchman, named Sher Khan, formerly employed by them, sued for \$22. The plaintiff claimed that the money was due to him as a month's wages in lieu of notice, owing to his being dismissed "without notice" on April 17th.

Mr. C. A. Russ appeared on behalf of the plaintiff, and Mr. M. M. Watson for the defendants.

Mr. Russ stated that the plaintiff was engaged by the Dockyard Company on September 20th, 1920, and on the date of his dismissal he had been with them for over two years. During that period, with the exception of periods during which he could not work because of unavoidable attacks of fever, he had carried out his duties in a thoroughly satisfactory manner. A large number of watchmen were employed at the Dockyard, and they were placed under the supervision of Inspector Bird. As many of them could not speak English, there was a Number 1 Indian watchman. This man was paid seven dollars a month by each of his fellows, and for that sum he cooked their chow and provided them with food.

On the 20th April plaintiff had a complaint to make about the food, which, he claimed, was badly cooked and inadequate. He went to Mr. Bird, and Mr. Bird called in the Number 1 watchman, and an interpreter. The Number 1 became angry with plaintiff, and gave him a push. He afterwards told Sher Khan that he was not wanted at the Dockyard, and he could consider himself any longer, and could consider himself dismissed. Plaintiff landed in his uniform, reported at the police station that he had been dismissed without notice, and consulted his solicitors. Correspondence ensued between the solicitors and the Dockyard, and it transpired that the Company were under the impression that Sher Khan had given in notice of his own accord. He had been paid up to the time he left. Mr. Russ contended, however, that whether this were so or not the Company were still liable. The Number 1 watchman was the plaintiff's superior officer, and he had told him he was no longer wanted. Whether he had done the thing out of spite made no difference, the Company had to stand by his actions.

Plaintiff then went into the box, and stated that after he had given in his uniform he went to Inspector Bird and asked for forgiveness, and to be taken on again. The Inspector told him to go away. He did not but carried on his duties for a time.

Inspector Bird went into the box, and stated that when Sher Khan complained to him about his food he referred him to the Number 1 watchman. Later in the day he discovered that the man had given in his uniform. He sent for him and asked why. Plaintiff replied: "No proper chow, no can on duty." Witness told him to take his uniform and go to his duty without further complaint. If he could not do his duty he would have to leave. The next day Sher Khan came back with the same complaint. Witness told him that if he could not do his work he must go, and thereupon paid him off. The other watchmen had made no complaints.

His Lordship, giving judgment for the Dock Company, told Sher Khan that his leaving was entirely his own fault. Whether the food was bad or whether it was not his Lordship could not say: it might have been, but even so, that was no business of the Inspector's.

THE RADIO STRUGGLE IN CHINA.

DECISION IN FAVOUR OF AMERICAN COMPANY.

The *Far Eastern Times* says it understands that the wireless controversy, which has held up for half a year the construction of the Federal Telegraph Company's maximum station at Shanghai, has come to an end. President Li Yuan Hung having had the unfortunate impression the deadlock was creating brought to his personal attention, referred a special memorandum dealing with the matter to the Cabinet and insisted upon an open discussion. As a result of this discussion, the Prime Minister has given instructions to the Ministry of Communications to act in accordance with the decision of delegates from the Ministry of Foreign Affairs, Navy and Communications. This Committee decided that the Federal Telegraph Company's contract must be proceeded with and that the Navy Department should take over and operate the Tungchow Station being built by Mitsui & Co. provided the station fully complied with all specifications. The Okura engineers who are completing the Tungchow station still maintain that it will operate up to contract shortly. This point is only material to the Chinese Government and no longer affects the question of the station in Shanghai which is also to be built on account of the Chinese Government.

DEATH OF CHIEF CHINESE DETECTIVE INSPECTOR.

RISE FROM CHAIR COOLIE.

AN EXCELLENT RECORD OF SERVICE WITH THE POLICE.

Mr. Hau Hang, Chief Chinese Detective Inspector of the Hong Kong Police Force, was found dead in his bed, yesterday morning, at his residence at No. 22, Hollywood Road. This news came as a great shock to the members of the police force as the deceased appeared to be in good health, and his death, therefore, was quite unexpected. At midnight he was one of a number of detectives sent to Shaukiwan to investigate the shooting incident (reported elsewhere in this issue) which had occurred earlier in the evening. When he returned to his home in the small hours of the morning he was in his usual state of health and had not complained. Death was apparently due to heart failure. He was 42 years of age.

The late Mr. Hau Hang has had a long and meritorious career with the force and his 37 years' service made him the senior by many years in the Force's long service list.

The late Chief Chinese Detective Inspector had been a chair cooler before he joined the force in February, 1886. He received his first promotion in 1896 when he was made 1st class constable. Three years later he was promoted to 2nd Class Police Sergeant, and in 1902 he was further promoted to 1st Class Police Sergeant. In 1911 his ability in the detection of crime amongst Chinese was recognised by his appointment to the rank of Principal Chinese Detective, and in 1920 he was made Chief Chinese Detective Inspector.

The late Mr. Hau Hang had been the recipient of many medals at the hands of successive Governors in the Colony, including the 4th, 3rd, 2nd and 1st class police medals, and on the 7th January, 1921, was conferred on him the King's medal for exceptional and valuable services. On many occasions he had been commended by the Police Magistrates for the resource and energy shown in the detection of crime. He had the honour to be one of the Chinese constables to form part of the contingent of the Hong Kong Police Force to take part in the late Queen Victoria's Jubilee celebrations at Home. The contingent left Hong Kong on April 20th, 1907, and returned to Hong Kong on August 20th, 1907. His sudden death is a loss to the Hong Kong Police Force which it will be hard to replace.

The funeral of the late Inspector takes place on Friday.

CORRESPONDENCE GOLF AND GOLFERS.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS".]

Sir,—I have read your article in today's issue entitled "Golf & Golfers" and hasten to tell the two-figure gentlemen not to take it to heart and throw away the balance of their clubs.

There is much in what "Dreamer" says, but he is still dreaming. The point is that, pre-judging, people who hit a ball round a gold links are trying to play "golf" and not a "go-as-you-please" sort of game.

To my mind, the person who drives with a brassie is on the wrong road from the start. He is paying the easiest shot in golf with the wrong club. Now he cannot play this shot properly with any club but a driver. The driver is flat faced (I've never seen "Dreamer's" loved driver) and a tee is given the player so that the ball, when struck, will be hit into the air and not along the ground. If the player drives with a brassie and he begins hitting "em, then he will find the ball going much too high and will stand in front of it or use other methods to keep the ball down, and the last state will be worse than the first.

It is not the difference in distance to be obtained by a driver or a brassie, respectively, that enters into the question at all. It is the question of playing shots with the right club from the start, and so trying to be a player of golf, and not the other game.

Anybody who knows anything about the game knows that the stance for each and every club is different. The longer the club the more open the stance and the further away from the ball the player stands. So why must we be denied the joy of hitting a drive with a driver? "Dreamer" contends that it is easier to hit two shots, one off a tee and one off the ground, with the same club the same distance than it is with two clubs! I can't agree. No-one will ever be a golfer who tries to play two shots with a brassie and mangle shots with an iron.

My advice is for what it may be worth, play each shot with the proper club for the distance you have to hit the ball, make whether you have any obstacle to carry or not. A player who can pitch his ball is a hundred times more likely to hit it than a player who runs it up with an iron. Further, it is much easier to play a full shot with any club than it is to play a half shot. "Dreamer" says that all shots between 100 to 5 yards can be played with an iron. I know they can; so can they be played with a putter, which is equally the wrong club.

I know that a reasonable advocate players having a reasonable number of clubs. As they get to know the course they play on they will know what clubs they want to play the various shots with. Let them get them and practice with, and persevere, and let them not be content with sixteen as a handicap. Various clubs, with various degrees of loft are an assistance, not a handicap, to players. Above all, get a niblick!—Yours, etc.,

WIDEAWAKE.

HONGKONG AND THE WAR. ANOTHER INTERESTING LETTER BY ADMIRAL ANSTUTTER.

The following letter by Admiral R. H. Anstruther, who was Commander in Hong Kong, at the outbreak of the war, appeared in the London *Morning Post* of April 27th:—

Sir,—I have been reading Mr. Churchill's book. It is, perhaps, natural that he should glorify the work of the Naval Staff, he having created it, but he and they necessarily look at things through the big end of the telescope, as it were, whilst the man on the spot looks through the small end. As I happened to be stationed at one of the outposts of the Empire when the war broke out, and was mainly concerned with the war overseas as it affected the Dominions and Colonies, it may be of interest to recall how things struck us East of Suez. I will cite a few instances from memory of things one would rather have seen done differently:—

(1) TAKE COAL: Forty-two days after the warning telegram I got a wire from the Admiralty to have an embargo put upon all the Welsh coal in the colony. Of course, it had been put on without warning telegram, because it was one of the things laid down in the Defence Scheme for the Colony drawn up under the aegis of the Imperial Defence Committee, and approved and issued by the Admiralty, though the sender of the telegram had apparently not read the scheme.

(2) TAKE INTELLIGENCE: At the outbreak of war, according to information from the Admiralty, the *Kaiser* and *König* battleships were on the West Coast of South America. They were not there really, having returned to Germany months before.

(3) TAKE LOCAL DEFENCE: I got telegraphic orders about the Naval defence of the colony, for which I was responsible, which were directly contrary to the standing orders of the Defence Scheme, and would, if carried out, have necessitated detaching certain officers and men for two separate and distinct places of duty on mobilisation, one in harbour and one at sea. I demurred. The demur cost me my career. But it safeguarded the colony's defence.

(4) TAKE STRATEGY: Whatever Admiral von Spee's objective was, the first thing clearly to do was to stop his supplies. The Admiralty knew, or at least had been told, that a whole fleet of German merchant ships had made straight for Manila when war was declared, and were filling up with coal as fast as they could. Yet the Admiralty never mentioned watching the place, as far as I know, and there is not a word about it in Mr. Churchill's book. But it was watched, and that it was of vital importance is evident from the German official publication, "Der Krieg z. See," which records that they (the Germans) had collected in that port 54,000 tons of coal for their seagoing ships, of which 25,000 tons never left the place again during the war owing to "die Blockade Manöver durch Engländer Hilfs-Kreuzer." So von Spee had to get his coal elsewhere, and was too late for the Falkland Islands.

All of which goes to show that it is possible to have over-centralisation, and that men who are starting a new system may not have either time, or inclination, to read up what was done before their time in the way of preparation for war.—Yours, etc.,

ROBERT H. ANSTUTHER, (retired),
Vice-Admiral (retired),
Holloway House, Rye, April 26th.

SHANGHAI TRADE.

Messrs. Ibert & Co., in their *Pearls* Goods Market Report, say:—
We have again to record a healthy market with clearance continuing to be satisfactory in spite of the inclemency of the weather during the past few days. Greys and Whites have been particularly strong owing to the shortage of stocks but the improvement in demand has been general and substantial business has been reported in Golden Bell, yellow edged Italians for Hankow and the Northern Ports.

The Japanese boycott movement would appear to be strongly supported and its effects are now being felt throughout the interior, although we hear of some business being done in Japanese Greys for Chefoo and Newchwang during the past week.

The auctions generally were productive of brisk bidding for Greys and Whites with a fair amount of speculative buying in evidence, which resulted in an all round improvement in prices with the exception of Tientsin and Korean qualities of White Shirtings.

Telegraphic advices from Manchester inform us of an upward tendency in the market in sympathy with the rise in the raw material and in view of the improvement in the demand from foreign markets.

FIEUZAL GLASSES.

Out of doors there is nothing so restful and comfortable for the eyes as the light reflected from green fields and trees, the absorption of the ultra-violet and orange rays by the chlorophyll of the leaves; hence the introduction of Fieuzal Glass, yellowish green in colour, which is produced in several shades, and lenses made of this may be worn as a protection for over-sensitive eyes where it is desirable to tone down excessive light and glare. Fieuzal lenses of any prescription in either regular or Toric forms are manufactured by the Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 53, Queen's Road Central.—ADVT.

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ANNUAL INSPECTION OF
POLICE.H. E. THE GOVERNOR PRESENTS
AWARDS FOR BRAVERY AND
ZEALOUS SERVICE.

His Excellency the Governor (Sir R. E. Stubbs, K.C.M.G.), made his annual inspection of the local Police force yesterday afternoon at the Central Police Station. There were over 200 men on parade made up of 40 Europeans, 70 Indians, 100 Chinese, including the Chinese recently brought down from Wei Hoi for service in the New Territories. The men were drawn up in open formation ready for inspection, the Chinese being flanked on either side by the Europeans and Indian contingents. The Captain Superintendent of Police (Mr. E. D. C. Wolfe) was in charge of the parade and the various contingents were under the command of Mr. P. B. J. Woodhouse (Deputy Superintendent of Police), Mr. D. J. Burlingham (Assistant Superintendent of Police) and Mr. J. Kerr (Second Assistant Superintendent of Police).

On the arrival His Excellency, who was in uniform and accompanied by his Aide-de-Camp (Captain Neville), the men smartly presented arms and throughout the proceedings which followed showed themselves to be well instructed in drill routine, reflecting credit on Mr. Burlingham, who is in charge of the drilling and parade manoeuvres of the police. His Excellency having inspected the parade, the men were brought up in open square formation to facilitate these on parade hearing His Excellency's remarks.

Addressing the men His Excellency said it was now two years since he had last had the pleasure of seeing the police on parade. He had to thank them for the good work they had done during the two years. They had had a lot of very hard work, and a good deal of very unpleasant work, and it had been very well done. His Excellency congratulated them very cordially on the way in which they had tackled the many armed robberies which had been very frequent of late in the Colony. Not only Europeans, but Chinese and Indians also in fact all of them had shown a good spirit, of which the Colony was rightly proud. He was glad to see that many of the members of the European Force had come from the famous Royal Irish Constabulary. He hoped they would settle down in Hongkong and be a credit to the Hongkong Police Force, as they had been to the Police Force of Ireland. He was also pleased to see the new contingent of Wei Hoi Wei men on parade and he hoped to see them do well and settle down in their new home. They had to remember they had to hold up the good reputation the Wei Hoi Wei Police had won. They all relied on them to follow the good example already set for them.

His Excellency then proceeded to present the medals awarded during the year 1922 and 1923. Four Chinese police officers and one Indian were recipients of fourth class police medals. Four of the medals were presented for good work in connection with armed robberies and one was awarded for "consistent hard work." Twelve others, comprising six European members and six Chinese members, were commended by H. E. the Governor for good work during the same period. As the recipients approached to receive their award or thanks, His Excellency shook hands heartily with each.

At the conclusion of this ceremony His Excellency presented the cups won in connection with the revolver and musketry shooting competitions held during the year. Then the general salute was given and acknowledged, and the men dismissed. His Excellency was afterwards entertained to afternoon tea in Police Headquarters, a few of the senior police inspectors being amongst those present.

His Excellency was greatly interested in a game of volleyball ball afterwards played on the parade square between two teams of Indians and Chinese. The men showed great enthusiasm in their recreation. The game resulted in a win for the Indians by nine points to six.

MEDALS.

The following is a list of those who received police medals:—
C.C. 125, Lam Kwai, fourth class medal; awarded for good work in connection with the armed robbery at 90 Wing Wo Street on September 29th, 1922, which was followed by the murder of Detective Lance Sergeant C 109 Siu Chuen.

Principal Chinese Detective Chu Heung, fourth class medal; awarded for consistent hard work and valuable services rendered during the year 1921-1922.

I.P.S. 211, Hussain Bux, fourth class medal; awarded for conspicuous bravery in effecting the arrest of an armed Chinese who twice attempted to shoot him by pulling the trigger of his revolver which misfired at Hungnam, on February 12th, 1923.

C.C. 151, Yau Chong, fourth class medal; awarded for courage in following up armed robbers who had committed a robbery at No. 10 Arthur Street on February 22nd, 1923.

C.C. 412, So Fung, fourth class medal; awarded for courage when he was shot by an armed man while on duty on the Kowloon City Road on November 10th, 1922.

COMMENDATIONS.

The following is a list of the officers commended by H. E. the Governor for services during the period between January 1st, 1922 to May 30th, 1923:

Inspector Baileys, for excellent work during 1921 when discharging the duties of Divisional Inspector North.
Lance Sergeant 29, A. E. Carey, for diligent work and zeal in securing the arrest on April 10th, of a man who had committed robbery with violence on board in the harbour.

Acting Police Sergeant 47, A. Nevill, for zeal and alertness in the discharge of his duties as Traffic Sergeant.
C.C. 75, Chan Hong, Commended and granted a reward of \$25 for vigilance on duty on June 12th, 1922 in arresting a man who had two loaded revolvers in his possession. The prisoner was sentenced to eight months' hard labour.

Lance Sergeant 47, A. L. Neal, for zealous and excellent work in the Yau-mat district during the period from February to June 1922.

C.C. 146, Tsui Ping, Commended and granted a reward of \$50 for courage and resources on June 27th, 1922 in arresting an armed robber at the Sun Company's premises, Des Voeux Road Central.

Lance Sergeant 125, McWalter, and I.P.C. 111 Gurbax Singh, for courage and good work in connection with the same robbery. I.P.C. 111 is being granted a reward of \$25.

Sub-Inspector Shafrin, for his skill and perseverance in the conduct of the Sui Yick piracy case which resulted in the conviction of four men who were sentenced to ten years' hard labour each.
I.P.C. 412 Mahbi Kahn, Commended and granted a gratuity of \$25 for rescuing a Chinese woman from drowning on October 5th, 1922.

Detective C.C. 345 Shek Tai, Commended and granted a reward of \$25 for intelligence and devotion to duty in arresting two men for being in possession of arms, both prisoners being sentenced to five years' hard labour at the Criminal Sessions held in January last.

C.C. 375 Liu Hing, Commended and granted a reward of \$75 for courage in pursuing an armed robber who had committed an armed robbery at 20 Yee-Woo Street on January 31st, 1923. The prisoner was sentenced at the March Criminal Sessions to twenty years' hard labour and eighteen strokes.

Lance Sergeant 64, Lo Wing and C.C. 153 Tse-Pan, Commended and granted a reward of \$25 each for smartness in effecting the arrest of four robbers for highway robbery on Victoria Road on January 10th, 1923. The four defendants were sentenced to five years' hard labour each.

REVOLVER AND MUSKETRY COMPETITIONS.

Following were the results in the revolver and musketry competition:

Challenge cup presented by H. E. the Governor for the European Revolver course: Berg and Carpenter.

Shield presented by Mr. Tam Shui-po for the musketry inter-police teams of four: The Kowloon Peninsula team consisting of Sergeants Smith, Mair, Knowles and Baker.

Cup presented by Mr. Tam Shui-po for the best aggregate scores in the inter-police teams musketry shoot: Sergeant Smith.

Cup presented by Mr. Tam Shui-po for the second best aggregate scores in the inter-police teams of four: Sergeant Carpenter.

Cup presented by the Superintendent of Police for the best shot at the annual musketry course for Indians: Sergeant-Major Nand Singh.

A monetary prize of \$10, presented by the Superintendent of Police for the youngest best shot at the annual musketry course for Indians: I.P.C. 32 Atta Mohamed.

UGLY INCIDENT AT
SHAUKIWAN.TWO MEN WOUNDED IN AN AFFRAY
WITH POLICE.

ATTACK BY A MOB OF 80.

A shooting affray occurred at Shaukwan about half past nine on Tuesday night which, according to reports, had a very ugly aspect. An Indian constable, No. 111, named Gurbax Singh, and a Chinese detective, No. 75, Lo Kwang, were taking two persons under arrest to the station when they were surrounded by a mob of Chinese, numbering about 80, who made repeated efforts to rescue the two men from the custody of the police. Several attacks were made on the constables, but they very pluckily held on to their charges. Exasperated by their stubbornness, the crowd forced the two policemen into a corner and commenced to assault them. The Indian was felled to the ground with a blow on the head from an instrument thought to be a hammer. His prisoner immediately tried to bolt, but the Sikh, stubborn to the last, drew out his revolver and whilst lying on the ground fired one shot at the retreating man, wounding him in the left buttock. The fugitive immediately collapsed. About the same time the other prisoner, being held by the Chinese detective, looked like escaping from custody. The Indian fired at him, but the bullet missed its mark and entered the leg of the detective. The Indian constable's action in firing the two shots had a salutary effect on the crowd; they quickly vanished into the darkness and the two policemen were left to make their way to the station free from further molestation. Of the two men detained, only one of these has been kept in police custody and that is the man who was wounded. His condition is not considered serious.

The two men were being brought to the Police Station in connection with a brawl at one of the brothels.

Later in the night a number of European and Chinese detectives were sent from Central Station to Shaukwan to make further investigations into the affair, but up to the present no further arrests have been made.

HONGKONG EDUCATION
BOARD.

ILL-DESIGNED LOCAL SCHOOLS.

A meeting of the Board of Education was held at the offices of the Sanitary Board, Post Office Buildings, yesterday afternoon. The chair was taken by the Hon. Director of Education (the Hon. Mr. E. Irving), and there were also present Mr. E. Ralphs (Inspector of English Schools), Mr. R. A. D. Forrest (Inspector of Vernacular Schools), Mrs. Hickling, the Rev. T. W. Pearce, D.D., O.B.E., the Rev. A. D. Stewart, the Rev. Father Valera, and Messrs. S. W. Tso, A. F. B. Silva Netto, H. B. L. Bowdigg, B. Wylie, and the Secretary (Mr. Y. P. Law).

The CHAIRMAN, before the ordinary business was proceeded with, remarked that they all wished to congratulate the Rev. Dr. Pearce on his being honoured with the high distinction of the O.B.E. He felt that the honour in some way reflected on the Board itself, and the cause of Education in the Colony. (Applause.)

The Rev. Dr. Pearce thanked the Chairman and the Board.

THE EDUCATION OF BRITISH CHILDREN.

Mr. B. WYLIE asked the Chairman whether any correspondence had been received from the Government on the subject of the Education of British children in this Colony.

The CHAIRMAN replied in the negative and said that the Government had no design of local schools.

Mr. WYLIE moved the following resolution:—

"That the Government be requested to give the Board an opportunity of tendering advice on all plans relating to the construction or alteration of Government school buildings before they are finally approved." Mr. Wylie stated that in the past they had been somewhat handicapped by having to accept buildings embodying features unsuitable for the requirements of a school. Since joining the Board he had made it his business to visit several Government schools and he had been struck in many cases by the utter lack of coordination between the buildings and their requirements. In November last the Committee visited the Kowloon British School, when work was in progress on a new wing. Even at that early date they had felt that certain alterations should be made, and since then the need had been realized. In their report the sub-committee pointed out that in summer weather the rooms would be very hot, owing to the Western aspect of the new wing. The recent warm weather had proved the committee to be right.

They had asked that the windows be cut down to the ground in order to allow a free current of air. They had also asked for more windows, that the doors be enlarged, and that everything possible be done for the better ventilation of the rooms; and they had asked that some shade be provided outside the windows. There was a certain balustrade or railing, too, situated in such a way that it constituted a danger to the children. It was still dangerous, and it was probable that one day a child would fall and be seriously hurt. Two months ago he visited the school in company with Mr. Ralphs, and he understood that the P.W.D. had promised that they would undertake the work. He had been at the school only that morning and nothing had been done. He was sure that if the Board had had the opportunity of seeing the plans beforehand, the building would not be in the state it was at present.

Mr. WYLIE went on to talk about similar deficiencies in connection with the Victoria school and the Peak. The latter seemed to have been built with no consideration of the compass whatever. There was little ventilation, and shade and air were lacking. The windows should be cut lower, there should be more of them, and the doors should be enlarged. The classrooms at the back of the school were absolutely unprotected from the glare of the sun. In wet and windy weather the windows had to be shut. A light verandah or some adequate shade was badly needed for this portion of the school.

Dr. Pearce and Mr. SILVA NETTO both spoke in support of Mr. WYLIE's resolution, the former seconding it.

The CHAIRMAN, while agreeing that there could be no two opinions as to the wisdom of the resolution, remarked that some of the criticisms offered could be answered, if not all.

The resolution was put to the meeting and carried unanimously.

The CHAIRMAN, speaking with reference to new buildings, remarked that he had circulated the members informing them that he had received the first rough sketch of the new Queen's College buildings, and that it could be inspected at his office. He added that no member, as yet, had taken advantage of the opportunity, but he would have the plans on the table that afternoon for their inspection.

PORTUGUESE OR FRENCH?

The CHAIRMAN said the question had been raised, as to whether Portuguese or French should be taught at the Belilios School. Miss Clarke, the Headmistress of the School, had raised the subject by asking that her girls take French instead of Portuguese. She pointed out that the majority of the pupils took up work in offices where French would be far more useful to them than Portuguese.

The CHAIRMAN read out the minutes on the subject made by members of the Board. In effect these were:—

Mr. R. A. D. Forrest (Inspector of Vernacular Schools) was in favour of the proposal.

Dr. Pearce thought the attitude of the Portuguese community should be ascertained upon the matter before anything was done.

Mr. S. W. Tso agreed, and thought Mr. SILVA NETTO might be able to voice their attitude.

Mrs. Hickling thought French would be far more useful, and Mr. WYLIE agreed.

Continuing, the CHAIRMAN said that he himself was of opinion that every child should be taught its own language.

Mr. SILVA NETTO remarked that the matter was one that should really be settled by the students themselves.

Mr. RALPHS commented that most of the girls in the Belilios School spoke Chinese. He added that the matter only referred to these particular girls, and not to the Portuguese in all the schools in the Colony.

Mr. SILVA NETTO reminded Mr. RALPHS that in nearly every Portuguese home the child was taught Portuguese. It only picked up Chinese in the same way that any British child picked up Chinese. Chinese was not its natural language.

After further discussion, Mr. SILVA NETTO and Mr. RALPHS were appointed to obtain further information on the subject, and report at the next meeting of the Board.

PRINT SCRIPT.

Mr. RALPHS handed round for the members to examine specimens of print script writing executed by children of the Kowloon British School. He said that parents had had little opportunity of knowing how this experiment was turning out, and he wished to take the opportunity of making the results public. In the Kowloon British School it had been an unmitigated success. The children's writing was clearer, and more beautiful than formerly, and their efforts at composition had tremendously improved, and increased in length. The reason for this was that, with print script writing, the child had not to concentrate so much on the purely mechanical side of his work. Script writing was faster, too, than ordinary writing, a fact which had proved rather surprising. A peculiar thing about the experiment in Hongkong had been that the children in the very junior classes who had learned nothing else but print script, wrote far more clearly and far more legibly than the children who were older and in higher classes who had learned print script after learning ordinary writing.

Mr. RALPHS read out to the meeting a report on the subject recently issued by the Board of Education in London. This spoke in high praise of the new system, stating that it was swifter, clearer, and more beautiful than the old-fashioned method. The objection that it would do away with individuality in writing, and was, therefore, useless for business houses and banks, failed to hold good, for it had been pointed out that the child did not lose individuality, more especially as regards the signature. It was interesting to note that the Post Office had already accepted signatures in print script when issuing War Bonds.

Mr. WYLIE remarked that he too, was a convert to print script writing. When it was first introduced to local schools it was thought that there would be a big outcry from parents, but he believed he was right in saying there had not been a single complaint.

MORE CERTIFICATED TEACHERS NEEDED.

Mr. WYLIE drew attention to the need for more certificated teachers for British schools, and incidentally remarked, that it was about time parents altered their attitude towards the schools and their teachers. They would persist in talking and criticising teachers in front of their children. The result could only be to lessen the child's respect for the teacher. "This crying of stinking fish," (as he described it) could only prove very disheartening to the teachers themselves. After all, he did not think the schools were quite so bad as they were made out to be. School children here received letters from school children in Canada and Australia, and to these they made reply. He had had the privilege of seeing some of the replies, and he assured the meeting that these were nothing to be ashamed of. There should be a true giving of the schools a bad name. (Applause.)

The CHAIRMAN said with reference to the subject of more certificated teachers for British schools, that the Board would remember that a committee was formed at the last meeting to go through the Estimates he was going to put before the Government. Owing to circumstances that had arisen he had not found himself in a position to meet the Committee, but he hoped to do so within the next month. He was allowing for more certificated teachers in the Estimates, and he understood that the Government was asking its agents at Home for a greatly increased number of certificated teachers to be sent out, both men and women, especially women, in order that they might replace the present temporary uncertificated teachers.

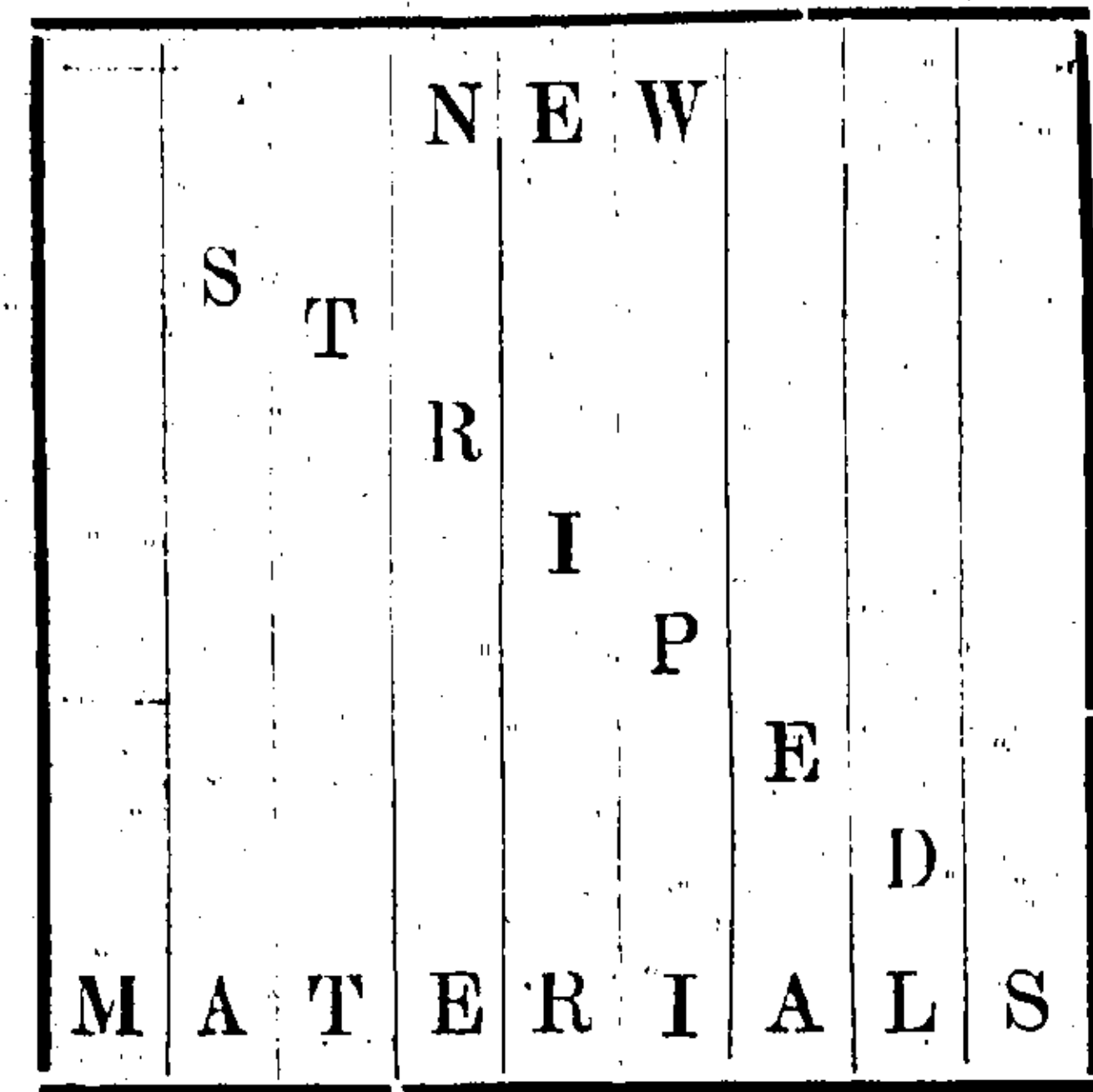
PRIMARY SCHOOL FOR QUARRY BAY.

The CHAIRMAN took the opportunity of mentioning to the Board that he had provided in the Estimates for a primary school at Quarry Bay, and also for a general strengthening of the staffs of British schools in the Colony.

This concluded the business of the meeting.

WEATHERPROOFS

FOR LADIES' WEAR.

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LIGHT YET RAINPROOF

Smartly modelled and just suited to
this changing climate.

LANE, CRAWFORD, LTD.

FOR QUALITY & STYLE.

THE CATERING DEPARTMENT
OF

CAFÉ WISEMAN

is replete with every requisite for carrying out orders for

MOTORING & WALKING PICNICS
WEDDING RECEPTIONS, GARDEN PARTIES
PRIVATE DINNERS, DANCE SUPPERS
LAUNCH and YACHTING PICNICS.

Estimates and Menus can be had on application for any of the above no matter how large or how small the number to be catered for. All viands provided are of the finest quality supplied by the DAIRY FARM and prepared in the most recherche style by experienced Cooks under expert European supervision.

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"BROADWOOD"

PIANOS ARE ALL BRITISH

THEY ONLY COST A LITTLE MORE
BUT ARE A LOT BETTER.

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LATEST SHIPS' MODELS

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TEL. C. 1322.

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PERFECT FIT GUARANTEED.

PATTERNS ON REQUEST.

NEW ADVERTISEMENTS

ON HIS MAJESTY'S SERVICE.

TENDERS are invited for the Supply of **CAULKERS, PAINTERS, SCRAPERS, PLUMBERS, TENDERS, and LEATHERWORKERS** to **H.M. DOCKYARD**.

Forms of Tender can be obtained at the Office of the Chief Constructor, H.M. Dockyard, Hong Kong, and should be filled in and returned as indicated in Tender Form, not later than **NOON, SATURDAY, the 16th JUNE, 1923.**

A. J. HOBSON,
Chief Constructor.

WAR DEPARTMENT CONTRACTS.

SEALED TENDERS will be received at the Office of the O.O. R.A.S.C. HEAD-QUARTERS, VICTORIA BARRACKS, HONGKONG, until **12 Noon, on TUESDAY, 19th JUNE, 1923,** for the Supply of **FRESH BEEF** for **TROOPS** for a period of **Three Months**, from **1st July to 30th September, 1923.**

Tender Forms and any necessary information may be obtained at the above Office between the hours of **10 a.m. and 1 p.m. daily.**

Tenders will not be entertained unless accompanied by a Deposit of **\$100** as a Guarantee of Good Faith.

The right to reject the lowest or any Tender is reserved.

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that Certificate No. 8773 for 200 Shares numbered 77151 to 77200, 47201 to 47250, 110052 to 110078, 121988 to 122037, 84151 to 84173; Certificate No. 8774 for 200 Shares numbered 50351 to 50360, 37101 to 37200; Certificate No. 8775 for 50 Shares numbered 89551 to 89590 all registered in the Name of **Mr. LAM CHU YIN** have been **LOST or DESTROYED**, and should their Certificates be produced to the Company before the **7th day of JULY, 1923,** New Certificates for the said Shares will be issued and the Old Certificates will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers.

Hong Kong, 7th June, 1923.

VEREENIGDE NEDERLANDSCHER SCHEEPVAART-MAATSCHAPPIJ (UNITED NETHERLANDS NAVIGATION CO.)

HOLLAND-OOST-AZIE LIJN
(HOLLAND-EAST ASIA LINE).

NOTICE TO CONSIGNEES.

FROM ROTTERDAM, AMSTERDAM, HAMBURG & BREMEN.

THE Steamship

"OLDEKERK"

having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 12th June, 1923, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 12th June, 1923, at 10 a.m., by Messrs. Goddard & Douglas.

Claims against the Steamer must be presented in writing within 10 days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by **JAVA-CHINA-JAPAN LINE,**
General Agents.

Hong Kong, 5th June, 1923.

THE BEN LINE STEAMERS, LTD.

FROM LEITH, ANTWERP, MIDDLESBROUGH, LONDON AND STRAITS.

The Steamship **"BENAVON."**

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th inst. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **GIBB, LIVINGSTON & CO., LTD.,**
Agents.

Hong Kong, 5th June, 1923.

THE EAST ASIATIC CO. LTD. COPENHAGEN.

THE M/S

"PANAMA"

having arrived, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th of June, 1923, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on the 12th of June, 1923, at 10 a.m.

All Claims must not be recognized.

No Fire Insurance will be effected.

No Fire Insurance will be countersigned by **JOHN MANNERS & CO., LTD.,**
Agents.

Hong Kong, 5th June, 1923.

THE M/S "CITY OF CORINTH"

having arrived, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 8th June, 1923, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays, between the hours of 10 a.m. and Noon, within the free storage period of one week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **THE BANK LINE, LTD.,**
General Agents.

Hong Kong, 4th June, 1923.

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

FROM NEW YORK.

THE M/S "CITY OF CORINTH"

having arrived, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

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Agents.

Hong Kong, 4th June, 1923.

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Bills of Lading will be countersigned by **JOHN MANNERS & CO., LTD.,**
Agents.

Hong Kong, 4th June, 1923.

INTIMATIONS

CYNDEITHAS DEWI SANT.
HONGKONG.

LAUNCH BATHING PICNIC leaving **BLAKE PIER** at **3 P.M.**, on **SATURDAY, 9th INSTANT.** **CROESAW BOB CYMHO** A CHYMRAES. Tickets may be obtained from Undersigned.

D. DAVIES,
SANITARY DEPARTMENT.

THE CATHOLIC UNION CLUB.

"AT HOME"
To Members, Their Families and Friends
on
FRIDAY, 8th JUNE, at 5.15 P.M.
On the Occasion of the Celebration of its
SILVER JUBILEE.

F. H. BARNES,
President.

THE HONGKONG CENTRAL ESTATE LIMITED.

NOTICE.

A MEETING OF THE CREDITORS of the Company will be held on the **30th day of JUNE, 1923,** at the Office of Messrs. **SMITH, NETH & FLEMING**, at **12 o'clock (Noon)**, pursuant to the provisions of Section 181 of the Companies Ordinance 1911.

At this Meeting the Creditors will be asked to determine whether an application shall be made to the Court for the appointment of any person as Liquidator in the place of or jointly with myself the Liquidator appointed by the Company or for the appointment of a Committee of inspection.

Dated the 4th day of June, 1923.

H. PERCY SMITH,
Liquidator.

INDO-CHINA STEAM NAVIGATION CO., LTD.

THE FORTY-SECOND ORDINARY GENERAL MEETING of the Company will be held at the Office of the General Managers, Messrs. **JARDINE, MATHESON & CO., LTD.,** Pedder Street, Hong Kong, on **THURSDAY, 14th JUNE, 1923,** at Noon for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The **TRANSFER BOOKS** of the Company will be closed from the 1st June to 25th June Both Days inclusive.

By Order of the Board,
JARDINE, MATHESON & CO., LTD.,
General Managers.

Hong Kong, 28th May, 1923.

HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATE CO.

No. 5, Des Voeux Road. Telephone No. C. 4306.

BUYERS of HONGKONG CONSTRUCTIONS.

HONGKONG REALTY,
HONGKONG TRAMWAYS,
STAR FERRIES,
WATSON,
YANGTZE INSURANCES,
WATSON'S CHINA SUGAR,
COLONIAL DISPENSARIES,
EWOS,
20 M. Y. SAN & COMPANY,
HUMPHREYS ESTATE,
R. & S. BANKS.

S.S. "COMMANDANT MAGES"

SERVICES CONTRACTUELS DES
MESSAGERIES MARITIMES

NOTICE.

CONSIGNEES of Cargo from **ANTWERP, MIDDLESBROUGH & LONDON,** who cargo ex **"SI-KIANG"** from **HAYRE & LA PALICE,** in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 7th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 11th instant, or they will not be recognized.

All damaged packages will be examined on Thursday, the 7th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER,
Acting Agent.

Hong Kong, 1st June, 1923.

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

FROM NEW YORK.

THE M/S "CITY OF CORINTH"

having arrived, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 8th June, 1923, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays, between the hours of 10 a.m. and Noon, within the free storage period of one week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **JOHN MANNERS & CO., LTD.,**
Agents.

Hong Kong, 4th June, 1923.

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Agents.

Hong Kong, 4th June, 1923.

INTIMATIONS

HONGKONG JOCKEY CLUB.

THE HALF YEARLY GENERAL MEETING OF MEMBERS will be held on **SATURDAY, 9th JUNE, at 12.30 P.M.** in the Jockey Club Rooms, Hong Kong Club Annex.

HONGKONG TRAMWAYS, LIMITED.

STEAM-DRIVEN ELECTRIC GENERATING TRACTION PLANT FOR SALE.

THE Undersigned PLANT installed at the Generating Station of the Hong Kong Tramways, Ltd., Hong Kong, is **FOR SALE.**—Two Yates and Thom's horizontal cross compound Steam Engines, each of 425 horse power. Coupled direct to two 300 Kilowatt Direct Current "Dick Kerr" Generators, 550 volts, Revolutions 100.

Two complete sets of Wheeler Surface Condensing Plants for above.

One Bellis vertical compound Engine, coupled direct to a 200 Kilowatt Direct Current "Dick Kerr" Generator, 550 volts, Revolutions 250.

One complete set of Worthington Surface Condensing Plant for above.

One W. H. Allen Tandem compound Engine, coupled direct to a 20 Kilowatt Direct Current "Dick Kerr" Generator, 110 volts, Revolutions 500, for depot lighting.

One "Dick Kerr" Motor Generator Set, Motor 550 volts, Generator 110 volts, 20 Kilowatt, 500 Revolutions, for depot lighting.

One Remington two cylinder crude oil Engine, direct coupled to 15 Kilowatt Direct Current Chaudrony Generator, 125 volts, 400 Revolutions.

Two Babcock & Wilcox Boilers, each having approximately 3,654 square feet of heating surface, fitted with Chain Grate Stokers, motor driven.

Two Weirs Feed Pumps complete with water strainers, etc.

One Green's Economiser, motor driven.

All necessary piping, valves, etc., for above.

One 10 ton Hand Crane 10' 3" span between rail centres. Lift 24 feet. Two speeds, 60 lifting, one for light and the other for heavy loads.

The plant is in First-class condition, and can be inspected at any time.

Offers to purchase the Whole or Any Portion of the Plant should be addressed to—

R. J. WILTON,
Acting Secretary & General Manager.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on **MONDAY, the 11th day of June, 1923, at 3 P.M.**, at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR of one Lot of **GROUND LAND** at **Stubb's Road** in the Colony of Hong Kong, for a term of **75 years**, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of **75 years.**

PARTICULARS OF THE LOT.

No. of the Lot.	Locality.	Boundary Measurements.	Contents in feet.	Area in Acres.	Approx. Value.
1	North-west corner of Building Lot No. 156, Building Lot No. 157, and Building Lot No. 158.	feet. feet. feet. feet.	100	100	100

As per sale plan.

PARTICULARS

VALUABLE LEASEHOLD PROPERTY Situate **No. 13, WING HING STREET, VICTORIA, HONGKONG.** To be Sold by Order of the Mortgagees By **PUBLIC AUCTION, IN ONE LOT** On **THURSDAY, 14th DAY OF JUNE, 1923, at 3 o'clock P.M.** By **Messrs. LAMBERT BROTHERS & CO. (INCORPORATED), 20, DES VOEUX ROAD, CENTRAL.**

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hong Kong and registered in the Land Office as SECTION A of INLAND LOT No. 2168 together with the messuages erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2168 being a scavenging lane. All of which premises are held for the term of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises at No. 13 Gordon Street.

Particulars and Conditions of sale may be obtained from **Messrs. HASTINGS & HASTINGS, Solicitors, 8, Des Voeux Road Central, and Messrs. LAMBERT BROTHERS Auctioneers.**

TO LET.

OFFICES in UNION BUILDING—Four Rooms on Fifth Floor. Apply **UNION INSURANCE SOCIETY OF CANTON, LTD.**

TO LET.

SEVEN-ROOMED DETACHED HOUSE with Tennis Lawn and Garage for Two Cars. Apply to **PERCY SMITH, SETH & FLEMING.**

OFFICE WANTED.

ONE LARGE ROOM or TWO SMALLER ROOMS, preferably on Ground or First Floor, in Centre of City, Required, as Offices about June.

Write "Z," Daily Press.

INTIMATION

DEWAR'S

"WHITE LABEL"

FINEST

SCOTCH WHISKY

OF GREAT AGE.

Awarded 50 Gold and Prize Medals.

FROM **Messrs. JOHN DEWAR & SONS, LTD.**

PERTH, SCOTLAND.

By Royal Appointment to His Majesty the King.

SOLE AGENTS: A. S. WATSON & CO., LTD.,

Wine and Spirit Merchants.

TELEPHONE No. C. 616.

Hong Kong Office: 10A, Des Voeux Rd., C.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, JUNE 7TH, 1923.

INDIANS IN BRITISH COLONIES.

The controversy over the status of Indians in the Colony of Kenya, in East Africa, which has been occupying a good deal of attention in the Home and the Indian Press for months past, has now reached the point where definite decisions have to be taken by the Imperial authorities.

The Europeans in Kenya, the Indians in Kenya, the missionaries of East Africa, the Legislature of Kenya have all sent to London the best representatives they can get for a conference at the Colonial Office. There are general aspects of the question which have an obvious bearing on political conditions in Hong Kong and in every other Crown Colony which contains a large population of Asiatics, and thus the case is regarded not merely as one of purely local concern but as a test case for the whole Empire. For those who have not closely followed the progress of the controversy, which is one of long standing, it may not be uninteresting to have the issues briefly stated.

We cannot do better than reproduce from the *Times of India* the Indian case. First, Indians demand a common electoral roll and common franchise with Europeans on a footing of absolute equality. The Europeans reply that it was they who conquered Kenya and they who possess the higher civilization; and they will not agree to Indians being placed in a position that some day they may form a majority of the electors and dominate the Government. They do not object to Indian representation; but it must be so limited that the ultimate political power can never fall wholly into their hands. To this Indians rejoin

that so long as the blacks are unrepresented, there is no alternative to the Crown Colony system of Government; and, so long as Crown Colony Government continues, the Council will necessarily be controlled by the official majority, however it may be composed. They take their stand on the Resolution of the Imperial Conference, 1921, which declared that in the self-governing dominions, and a *fortiori* in the colonies, the existence of disabilities on lawfully domiciled Indians was incongruous with the position of India in the Empire, and that the rights of Indians to citizenship should be recognised. Secondly, Indians will not tolerate segregation on racial lines. The Europeans claim to impose this on them of sanitary and social grounds. They are willing to submit to sanitary regulations of general application, however strict they may be; but refuse to be quarantined in locations, as in the Transvaal, and resent the proposal as an attempt to fix on them the stigma of inferiority. Thirdly, Indians claim that as citizens of the Empire they have an inherent right to enter without any special or differential restrictions all parts of the Empire directly under the control of the British Government. Such territories are not self-governing and have no right to determine for themselves the composition of their own population. Every citizen of the Empire has a natural right to enter them and to share in their development and governance. The Kenya Europeans claim that Indian immigration is disastrous to the black man, that the classes of Indians who come to Mombasa are largely undesirable, and that it is necessary for the peaceful and harmonious development of the country that Indian competition should be eliminated. The Indians emphatically repudiate the suggestion that their influence either as traders, officials, or artisans is less beneficial to the African than that of any other race. Lastly, there are the Highlands. The Europeans, who believe that this part of the Colony is a white man's country, wish to keep it to themselves and have debarred Indians from acquiring agricultural land in the Highlands. Indians do not particularly desire to acquire land in the Highlands, but they object to a statutory discrimination against themselves on racial lines, and here again invoke the Resolution of the Imperial Conference, 1921.

Now for the case

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

THE DERBY.

THE FAVOURITE DEFEATED.

London, June 6th.
The results of the Derby are as follows:—

Papyrus (Donoghue) 1
Pharos (Gardner) 2
Parth (Walker) 3

Nineteen horses ran. Won by a length; one and a half lengths separating the second and third horses.

STARTING PRICES.

Following are the Derby starting prices: 100 to 15 Papyrus; 6 to 1 Pharos; 23 to 1 Parth.

[In piloting Papyrus to victory in the 1923 Derby, S. Donoghue, with five wins to his credit, breaks the record established by Archer, who, by winning on the Duke of Westminster's Ormeau in 1886, had ridden four Derbys in succession: 1921 on Humourist, 1922 on Captain Cattle and this year on Papyrus. His other victories were: 1915 on Pommeria who also won the Two Thousand Guineas, and 1917 on Gay Crusader. In connection with the win of Humourist, it will be remembered that a sensation was caused when this horse was found dead in his box some little time after winning the 1921 Derby.]

EARLIER CABLES.

TOWN GUARD THE FAVOURITE.

London, June 5th.
Epsom course betting on the Derby is 100 to 15 Papyrus, 7 to 1 Town Guard, 8 to 1 Pharos and Ellangowan, 9 to 1 Legality, 100 to 1 My Lord and Knockando and 25 to 1 Regent De Basi and Parth.

Alterations to the Derby probably are: Portunna (H. Bensley), Canova (J. Leach), Add Skips, and omit Holmaster, Tranquil, and Choceros. The last-named has scratched.

London, June 5th.
Derby betting is 13 to 2 Papyrus, 7 to 1 Pharos, 13 to 2 Town Guard, 17 to 2 Legality, 19 to 2 Ellangowan, 100 to 1 My Lord, 100 to 1 Knockando, 25 to 1 Saltash, Twelve Pointer and Parth, 35 to 1 Regent De Basi, 35 to 1 Bold and Bad, 40 to 1 Doric, 60 to 1 Portunna and April, 150 to 1 Safety First and Top-bet, and 200 to 1 Canova.

HEAVY RAIN THIS MORNING.
In the final cut-over in the Derby, Town Guard regained the position of favourite, being heavily backed, and betting on him closed at 11 to 2. In the early hours of this morning there was heavy rain.

LATEST CABLES.

BRITAIN AND RUSSIA.
CONTENTS OF LORD CURZON'S LATEST NOTE.

London, June 5th.
According to the correspondent of the Daily Telegraph, M. Kravsin is doing his utmost to induce Moscow to accept the modified demands contained in Lord Curzon's latest Note, which does not insist on the recall of the Soviet Ministers at Tehran and Kabul, but merely asks for an assurance that they will be withdrawn at the convenience of the Soviet.

The Note also asks that the Soviet shall sign an undertaking to cease financing any bodies or institutions which may be working for revolution in British Eastern possessions.

TURCO-AMERICAN TREATY CONCLUDED.

Paris, June 5th.
The New York Herald Tribune correspondent states that Ismet Pasha and Mr. Grew, the American observer, had a two-hour interview last night. It is stated in Turkish circles that documents were exchanged in view of the conclusion of the Turco-American Treaty.

OBITUARY.

DR. C. CROCHLEY.

London, June 5th.
The death is reported of the mental specialist, Dr. Crochley of Clapham, at one time Superintendent of the Government Civil Hospital, Hongkong.

G. H. BREITNER.

Amsterdam, June 6th.
The death is reported of the celebrated painter, G. H. Breitner.

LATEST CABLES.
EARTHQUAKES IN INDIA.
A FURTHER RECURRENCE REPORTED.

Allahabad, June 5th.
Advices from Meshed state that there has been a recurrence of the earthquakes at Turbatthalair (reported in cable messages dated June 1st and 2nd) which, with the surrounding villages, has now been evacuated. Although no fresh casualties have been reported the total death toll will amount to at least 3,000.

OPIUM SUPPRESSION.

BRITISH REPRESENTATIVE'S AMENDED MOTION ADOPTED.

Geneva, June 5th.
The League of Nations Opium Commission has now unanimously adopted Sir Malcolm De Levingue's motion, as amended. Article I, now recommends the acceptance of the United States proposals, recognising that they express the general principles by which governments would be guided in dealing with the question of the abuse of harmful drugs, and upon which the International Opium Convention of 1923 is based, note being taken of the reservations made by France, Germany, Great Britain, Japan, The Netherlands, Portugal and Siam, to the effect that the use of manufactured opium and the production, export and import of raw opium for the purpose of manufacture shall be legitimate as far as the use of the drug accords with the provisions of Chapter II. of the Opium Convention.

The Indian Government delegate presented a reservation requesting that the use of raw opium, conforming to the established usage in India, and its production for this purpose be not illegal under the terms of the Convention.

EARLIER CABLES.

AMERICA DOES NOT FAVOUR RESERVATIONS.

Geneva, June 5th.
The Opium Commission has appointed a special committee, consisting of Leon M. Bourgeois, Mr. Campbell, Sir M. De Levingue, Mr. Van Weterum and Mr. Stephen Porter to find a conciliatory formula with regard to the American proposals, as to which the delegates of Britain, India and Germany proposed reservations in respect of the production and export of opium.
The American delegation have submitted a note saying they did not desire to indicate the particular measures any country should adopt to repress the opium traffic, but to admit that domestic usage in any particular State were legitimate and conforming to the convention would be a dangerous initiative, and might lead to demands for international recognition of undesirable practices. It seemed quite useless to base judgment on the legitimacy according to the usages established in India. Reservations would destroy the scope of the American proposals. The American delegates hope these proposing reservations will reverse their decisions, and so enable the establishment of common strategy for the suppression of the common scourge of the nations.

REPARATIONS DISCUSSION.

GERMAN NOTE DEMANDS A MORATORIUM.

Berlin, June 5th.
According to an unconfirmed but very definite summary in the *Boeren Courier*, the forthcoming German Reparations Note demands a moratorium until the end of 1927, but offers until then to make deliveries in kind to value of two and a half milliards of gold marks. Germany beginning in 1928 to pay a milliard and a half gold marks annually for thirty-five years.
The railway revenues will be eliminated from the budget, and bonds to the value of ten milliards will be handed to an international board acting as trustees. A monopoly in tobacco and spirits will be created.

PROHIBITION REGULATIONS.

QUESTION IN HOUSE OF COMMONS.

London, June 5th.
In the House of Commons, replying to Lt.-Col. Howard Bury with regard to the American prohibition regulations, Mr. Baldwin said the British Government did not contend that a ship entering territorial waters of a country was not subject to the jurisdiction of that country, but as a matter of international comity such jurisdiction is not generally exercised except to restrain acts likely to lead to a disturbance of public order. No possible disturbance of public order in the United States nor injury to other United States interests could arise from the existence of sealed liquor in ships in the United States territorial waters. The Government consequently had suggested to the United States Government that the proposed regulations might be discussed with the other maritime Powers before they be enforced, but it was understood the United States did not see their way to comply with the suggestion.

POSITION IN THE RUHR.

FRENCH OCCUPATION AGAIN EXTENDED.

Berlin, June 5th.
French troops have occupied the railway stations at Herne, Wanne, Gelsenkirchen, Katernberg and Alrenesee, which are closed, thus putting out of action the last important railway line in the Ruhr. The German railwaymen have refused an offer to continue work. Some have been expelled, whilst the remainder are at present locked up in the waiting rooms.

FIGHTING IN MOROCCO.
A SURPRISE FOR RIFF TRIBESMEN.

London, June 5th.
Following on reports of considerable activity by Riff tribesmen in Morocco, a Madrid official message states that several columns which were operating in the Tizias sector were attacked by aeroplanes, which followed up and inflicted heavy losses. The Spanish casualties are not yet known.

SPANISH CASUALTIES.

Later.
The official Spanish list of casualties at Tizias numbers 43 killed and 210 wounded. The former include Colonel Valenzuela, Chief of the Foreign Legion.

SPANISH ASSASSINATION.

TWO SUSPECTS UNDER ARREST.

Madrid, June 5th.
The murderers of the Archbishop of Saragossa have not been traced. The opinion is expressed that the crime was of an anti-clerical nature. The Archbishop, who is a Senator, recently protested to the Government against modifying the constitution so as to grant freedom and equality to all religions.

Two suspected members of the Archbishop's staff have been arrested in the village of Utebo.

BRITISH WIRELESS.

GOVERNMENT PLANT BEING MANUFACTURED.

London, June 5th.
In the House of Commons, replying to questions, the Postmaster General said the manufacture of masts for the proposed Government high-power wireless station was proceeding. Orders for the rest of the plant would be placed as quickly as possible.

CONDEMNATION OF TWELVE-HOUR DAY.

New York, June 5th.
The representatives of Protestant, Catholic and Jewish churches have joined in a formal statement denouncing the recent report by Mr. E. N. Gary upholding the twelve-hour day in the steel industry, as morally indefensible.

THE ERA OF CHEAP FLYING.

New York, June 5th.
Barbot, using the miniature flying machine in which he recently crossed the English Channel, flew from the Garden City to West Point, and back, without stopping, using only two gallons of petrol.

INDIAN MILL STRIKE NEAR-ING SETTLEMENT.

Amherst, June 5th.
The striking millworkers are expected to resume work on June 5th. The mill-owners have decided to reduce wages about fifteen per cent instead of twenty, as originally proposed.

COLOGNE STRIKE ENDED.

Cologne, June 5th.
The strike of tramwaymen and municipal workers has ended, the men being granted an increase of wages.

COTTON WAGE STABILISATION.

London, June 5th.
An agreement stabilising the wages of the cotton trade has been signed at Manchester.

FLUCTUATIONS OF THE MARK.

London, June 5th.
Marks rallied, and touched 280,000, but closed at 268,000 to the pound sterling.

AMERICAN GOLFERS IN SCOTLAND.

London, June 5th.
At Letham Hill, Glasgow, an exhibition golf match, Sarazen beat Hagen, 2 and 1. A feature of to-day's practice for the open championship on the course at Troon was the American, Macdonald Smith's, round in sixty-eight.

HOME CRICKET.

London, June 5th.
At Lord's the West Indies were defeated by Middlesex by seventy runs. For Middlesex: Hendren in the first innings compiled 123. The West Indian, Francis, in their second innings took 6 for 34.

Surrey at Leyton beat Essex by an innings and fifty-nine runs. For Surrey Sandham knocked out 200.
Lancashire defeated Gloucestershire at Gloucester by seventy-five. For Lancs. Green in the second innings scored 110, not out.

Nottingham beat Yorkshire at Leeds by three runs. For Nottingham: Staples took 5 for 48 and 5 for 37. For Yorkshire, Rhodes in the second innings took 5 for 23.

Sussex at Leicester beat Leicestershire by forty-eight. For Leicester: Powke in the second innings scored 74.
Kent beat Worcestershire by eight wickets at Gravesend. For Kent, Collins in the second innings compiled 101, not out. For Worcester, Root in Kent's first innings took 6 for 73.

Gloucestershire beat Northampton at Swansea by four wickets. For Northants, Woolley in the second innings knocked up 19.

The Army beat Oxford University at Oxford by 122. The Oxonian, Taylor, in the first innings scored 98.
Hampshire defeated Warwickshire at Portsmouth by 24. For Hants in the first innings, Brown scored a century, and Kennedy took 8 for 45, besides compiling 103, not out, in the second innings.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

THE PROTECTION OF CHINESE RAILWAYS.

CONFERENCE PROPOSED.

Peking, June 6th.
General Liang Shung Tung has proposed that the Government convene a conference of representatives, comprising the Ministries of War, Communications, railway representatives and interested local militarists, in order to devise measures for the protection of the railways.

SALE OF HONGKONG BUILT STEAMERS.

SATISFACTORY PRICE REALISED.

London, June 6th.
Six steamers, the *Stallio*, the *Triolos*, the *Andalucia*, the *Cephalonia*, the *Milan* and the *Banyan*, aggregating 72,000 tons net and 42,000 tons dead-weight capacity, built at Hongkong in 1929, were sold on the Baltic Exchange for £211,000.

These prices are regarded as very good considering the state of the freight markets. All the vessels were bought on behalf of British interests.

THE SOCIALIST ROUND-UP IN JAPAN.

Tokyo, June 6th.
Regarding yesterday's Socialist round-up, the Home Authorities state that eight Socialist leaders have been committed for trial by the Preliminary Court. They were charged with infringing the law relating to secret organisations.

It is understood that others are at present under examination by the police, whose activities are being continued here and elsewhere.

It is reported that several suspects succeeded in escaping before the raid occurred.

RUSSO-JAPANESE NEGOTIATIONS.

Tokyo, June 6th.
The Cabinet has decided upon the conditions on which it is prepared to open preliminary negotiations with M. Joffe, the Soviet representative. These conditions are being submitted to M. Joffe through Viscount Goto.

If M. Joffe agrees, negotiations will be opened immediately.

PROPOSED SINGAPORE NAVAL BASE.

SCHEME ATTACKED IN HOUSE OF LORDS.

London, June 5th.
An attack on the new Singapore dockyard and naval base scheme was made in the House of Lords in the form of a question by Lord Wimborne, characterising the plan as "a dubious act of imperialism," and an infringement of the spirit of the Washington Treaty. He asked against what prospective enemy the new work was designed.

Lord Salisbury replied, and reiterated that the Navy in the Far East would be useless without a fortified base at Singapore. He scouted the suggestion that the project infringed the Washington decisions, and declared that we were not contemplating the present situation but the possible situation ten or twenty years hence. He believed the pessimistic prophecies that the enterprise would cost double what was expected would prove unfounded.

In the House of Commons, Commander Eyres Monsell stated that because comparatively small sums were being spent on the Singapore project during the next two years, it must not be carried out in a businesslike manner when the orders are placed.

AUSTRALIA AND NEW ZEALAND MAY HELP.

Wellington, N.Z., June 5th.
The Premier, Mr. W. F. Massey, in a speech declared that New Zealand cannot let Great Britain bear the whole expense of the Singapore dockyard. New Zealand and Australia will both have to take a share of the cost.

"MANCHESTER GUARDIAN'S" SCATHING CRITICISM.

London, June 5th.
Commenting upon the House of Lords debate on the Singapore Naval Base scheme, the *Manchester Guardian* says the taxpayer found a few friends in the House of Lords, when the plan for pouring at least £10,000,000 of his money into the deep mud of Singapore harbour was discussed. The taxpayer has been cheered by knowing that he could safely save on the Naval account more than enough money to make him reasonably secure in the air, but the Government says no, he shall pay extra to strengthen the Air Defence and also pay for the new fantasies of Naval nervousness or ambition, as if ruling the waves, even the waves of the Pacific, were the only port defences to be considered. The great new splash of expenditure at Singapore represents only the opinion of one section of our retired Admirals, but Lord Salisbury is quite cheerful about our power to pay big bills for old-fashioned Naval fancies, in order to have, in the next decade, a Far Eastern harbour capable of holding all our super dreadnoughts on the China Station, providing they have not by then become as obsolete and worthless as some of our greatest sailors believe them to be already.

THE CHANGSHA INCIDENT.

CHINESE GOVERNMENT'S PROTEST.

Peking, June 5th.
It is understood that the Cabinet to-day decided that the Chinese Government will protest through the Legation at Tokyo, against the shooting of Chinese by Japanese ship-jackets at Changsha.

THE LINCHENG OUTRAGE.

FOREIGN MILITARY MISSION RETURNING.

Peking, June 5th.
The Chinese representative on the Military Mission to Linchengtung has wired to the Government stating that the Foreign Military Mission has decided to return to Peking and is starting this afternoon.

The Civil Governor of Shantung reports that the enrolment of bandits is proceeding, and when this has been completed the agreement will be counter-signed by Mr. Anderson.

[BY COURTESY OF "THE DAILY BULLETIN,"]

BANDITRY IN SHANTUNG.

FOREIGNERS THREATENED.

Peking, June 5th.
Owing to the bandit activities, one train from Tsingtau and the No. 2 train from Tsinanfu were discontinued on May 28th. The British and Japanese residents at Ershihill, near Tsingtau, are now guarded by Chinese soldiers, because of the bandit threats against foreigners residing at that station.
The ex-bandit soldiers recruited by Wu Pei Fu from Honan are creating trouble at Nanchang, where they murdered and looted the village of Liehshu. They also robbed the mail carrier, from whom they took money orders, which they presented at the post office for payment. When payment was refused, they threatened the whole staff.
The Chamber of Commerce petitioned the authorities to send soldiers to rid the city of these bandits.

ANDERSON'S INTENDED VISIT TO CHINA.

NATIONAL CHRISTIAN COUNCIL'S INVITATION.

Reference was made a few weeks ago to the fact that Dame Anderson, late Principal Lady Inspector of Factories, of the Home Office, England, will visit China and Japan on her way round the world. One of the papers said:—

This news should have a special significance for China just now, for the Peking Government has recently issued its first factory regulations, and some of the Provincial Assemblies are considering the same course; the Municipal Council is also working on this question, and we understand that the National Christian Council, at its Executive meeting this week, will consider creating a special department until the Church can deal with the industrial problem in China. Miss Anderson's wide experience of the industrial problem would be of particular help to China at this juncture, since at this moment the three bodies referred to above are all expressing a desire for exact and unvarnished information as to the possibilities of legislation. Miss Anderson, with her practical knowledge of, and deep interest in, all the experiments that have been, and are being, made by employers and workers, in addition to her technical knowledge of industrial legislation, would seem to be exactly the person that should be called in for consultation.

At the first annual meeting of the National Christian Council the relation of the Chinese Church to the industrial problem was discussed very thoroughly, and a Standing Committee on Social and Industrial Relations was appointed. One of the terms of reference of this Committee is "To consider the question of asking experts on these questions to visit China in the near future." It is interesting to note that on May 19th, a cable was sent by the Council to Miss Anderson asking for her help.

An answer can hardly be expected before the middle of June, but because Dame Adelaide has herself in England had to see the struggle for legislation and factory inspection through its pioneer stages, she will have a great understanding of the difficulties that lie before China, and especially the National Christian Council in its endeavour to lead the way towards a better industrial order in this country. We are confident that this request will appeal to Miss Anderson.

Although Dame Adelaide will be in China at the request of one group, yet we feel sure that all the groups mentioned in the quotation will be eager to avail themselves of her service.—*Shanghai Mercury*.

ON THE COURSE.

It was on a racetrack and the last race of the day was about to be run. There were only three runners, and betting was not very brisk, when one of the bookies commenced to give very big odds on one of the horses. He was approached by a very nervous little man, who put five pounds on to the horse at the big price.

The starting bell was just about to ring, when the nervous little man again approached the bookmaker:—

"I say," said he, "do you mind very much if I make my £5 bet into a £50 bet?"

The bookie looked pityingly at him. "Look here, sonny, you've got £5 on that horse, and I'm going to give you some advice. I've got a heart, I have. I'm not like most bookmakers. Now take my tip, don't put any more on because, between you and me, I own that horse."

"Oh," said the nervous little man. "Thank you for telling me, but I wish you'd take my bet just the same—I own the other two."

SINGAPORE NAVAL BASE.
FRENCH COLONIAL CRITICISM OF THE PROPOSAL.

Under the Naval Base at Singapore, and the sub-headings of: "Made to Maintain Peace. It Will Release the Dogs of War and France Perhaps may have to pay the Price for It," *Le Courrier Siamois* in a recent leader, written by its editor, says:—

The English newspapers as much in London as in their Colonies and particularly the Australian Press have been filled to repletion of late with the diverse reasons and causes why Singapore should be converted into a Far Eastern Gibraltar.

It cannot but be admitted that it is a very ingenious answer to the right of the League of Nations to maintain peace by methods of arbitration or if need be coercion on the Powers for the English to fortify Singapore. As such a proposition it is a most humorous one, as it aims, it is said, not only to prevent war between the Powers but between her own Dominions and Powers and even those who are at present without the pact.

The most extraordinary thing about the proposition is that Australia is raising her voice above all the other British Dominions and Colonies just as if she had especially something to fear from her nearest neighbours who, to say the least of it, are very far distant from her.

What then can be the exact aim in Britain's building an impregnable naval base at Singapore, cutting off all relations between the Indian and Pacific oceans just as she has done in the middle of the Mediterranean with Malta, where she also holds the two extremities of Naval Power, i.e., Port Said-Alexandria and Gibraltar?

Is it to prevent a possible Japanese intervention in India, which is fast showing signs of disloyalty? But again Japan is allied to England by a naval agreement which rendered the Washington Conference abortive.

Can it be that she is fearing this same empire of the Rising Sun, which is in so much need of seeking outlets for her surplus population, or is it that they wish to prevent them from entering Australia by force where Asiatics as a whole are not welcomed and the Japanese especially so?

From this point of view one can understand why Australian opinion is so strongly in favour of such a base being created which would afford the Australian navy a most important point d'appui at a time which she has long coveted and England has refused her perhaps fearing her emancipation.

The Great War, however, having reunited the various English Dominions and the home country—with the exception of India—which from day to day seems to be marching towards a separation and perhaps a violent one, may make it a necessity to have a strong Australian navy which will maintain the status quo and as an aside a position which will be a set off against the Japanese navy by barring it a route to the west and by so doing indirectly keeping England's iron hard intact over India, even if political concessions have to be made to do so. It is quite sufficient to convince anyone on the point if one casts a glance over the conditions which maintain ancient Asiatic immigration into Australia. Yellow races are now completely eliminated and it is quite probable that the measures adopted are thoroughly well known in Asiatic circles as against this no steps whatever have been taken to stop western immigration despite the fact that up to the present intense British regulations have pushed many such immigrants in the past to the North and North-West Regions which though barren might now be made a fertile proposition with Asiatic labour.

The establishment of a naval base at Singapore will considerably increase Britain's might in the Pacific and augment her naval power throughout the world which America seems to have been acting as a substitute for her ever since the great war. The Washington Treaty and the Pan-Pacific Treaty are daily growing in popularity in China.

What, however, concerns us, French, is that while the Entente Cordiale exists we have nothing to fear, but should the slightest cloud arise, we should look on powerlessly at another French Colonial ruination as in the days of Duplex. We can but only regret the construction at our doors of a new Perim which can scarcely be made for the tranquillity of the universe as promised by the Treaty of Versailles and again under the aegis of the League of Nations which was to have ensured universal peace but appears to be impotent.

SWEEPSTAKES ON THE DERBY.

The following London cable, dated May 10th, has appeared in Indian papers:—
The Post Office is understood to be opening and detaining all letters believed to contain money or counterfoils addressed to promoters of sweepstakes or their Banks.

The number of people taking tickets in Derby sweeps is larger than ever. The Calcutta Club, the Stock Exchange and other bodies are organizing high-priced lotteries, and all report record entries, while several big sweepstakes are being organized in Ireland on behalf of various Irish hospitals. Many thousands of tickets for these sweeps have been taken in England, and they are believed to be especially affected by the action of the Post Office.

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RUINOUS CRAZE FOR BEAUTY.

FACIAL SURGEONS MAKE A HARVEST.

The women of Germany will cease to possess any particular type of beauty if the craze for having their faces altered continues, according to Dr. Arnold B. Kauffman, of the Michael House Dispensary of Chicago, who has been doing experimental work in plastic surgery in Berlin. "The mania for having the features beautified has become a chronic disease following the tremendous advances in this branch of surgery in Germany," says Dr. Kauffman. "It has seized not only the wealthier classes, or even women alone. Women of all classes and men as well have been pouring into the clinic demanding beauty operations. Even the poor apply to have bumps taken off the ends of their noses, or threatening double chin, confined to the original contour. "Prices vary with the means of the patient, the fee being generally ten per cent. of the annual income. A little working girl the other day willingly paid a tenth of her earnings to have a fullness removed from her cheeks in front of each eye. "A workman who complained that his looks had been spoiled by a book nose underwent extensive treatment to have it modelled after Apollo's."

It was declared at the Ethiopian teachers' conference, held at Narva, that higher education will die out altogether in Ethiopia if the excessive use of cosmetics by young schoolgirls continues after they grow up. Many of the teachers, in discussing the growing use of rouge, powder, and other cosmetics, nearly all of which have to be imported, cited numerous instances in which boarding-school girls had to go home because they had spent their entire advance allowances on cosmetics and had nothing left. This has deterred many families from sending their girls to school for fear they will become victims of the rouge pot.

BROADCAST CONCERTS IN ENGLAND.

MR. PERCY PITT APPOINTED MUSICAL DIRECTOR.

"We regret it, but it leaves us untroubled," said an official of the Broadcasting Company when discussing with a Press representative the fact which the Theatrical Managers' Association have placed on the broadcasting of plays, music, and other entertainments.

"We are willing to co-operate and work with any interests," he added, "but if they are adverse, then we shall be quite prepared to discharge our obligations to the public, and put on a first-class programme."

Mr. Percy Pitt, so prominently associated with Covent Garden and other musical enterprises, is joining the Broadcasting Company as musical director. Contracts are being made with prominent artists, and specific performances are to be broadcast from the company's own theatre at Savoy Hill, which is now nearing completion. These companies will not only give performances at the London station, but will be sent on tour to the company's various stations in the provinces.

HALF-USED BRAINS.

WILL THERE BE SUPER-MEN?

Are our brains growing bigger and better? Are we growing in stature? Can we, in the evolution of mankind, anticipate a race of super-men? These were a few of many questions Sir Arthur Keith sought to answer in a lecture he delivered at the Royal Institution, Albemarle-street, on May 1st on "The Machinery of Human Evolution." Of the first question he said anthropologists were not in a position to give a definite answer. "Of all the structures of the human body none was so variable in its development as the brain. It was the most variable in size and quality of all the parts of the human body, and to strike a real average required a great number of examples—100 at least of every race—before one could say definitely. He added that he did not think that one person in fifty of the present population used his brain to half of its capacity, in fact, he would say that most of us had more brains than we knew what to do with. (Laughter.) From investigations he had made he had come to the conclusion that the brain was not increasing. In some countries there was positive evidence that the brain was growing smaller. Evolution was not working in the direction of super-men with swollen heads and small faces, in this or any other country. Were we getting taller or shorter in stature? During the war it was found that the average stature for a man was 5ft 6in the same as in the neolithic period."

DEACONESSSES.

The Convocation of Canterbury resumed its sittings on May 2nd at the Church House, Westminster.

The Upper House further considered the report of the committee appointed to draw up a "Form and Manner of Making of Deaconesses."

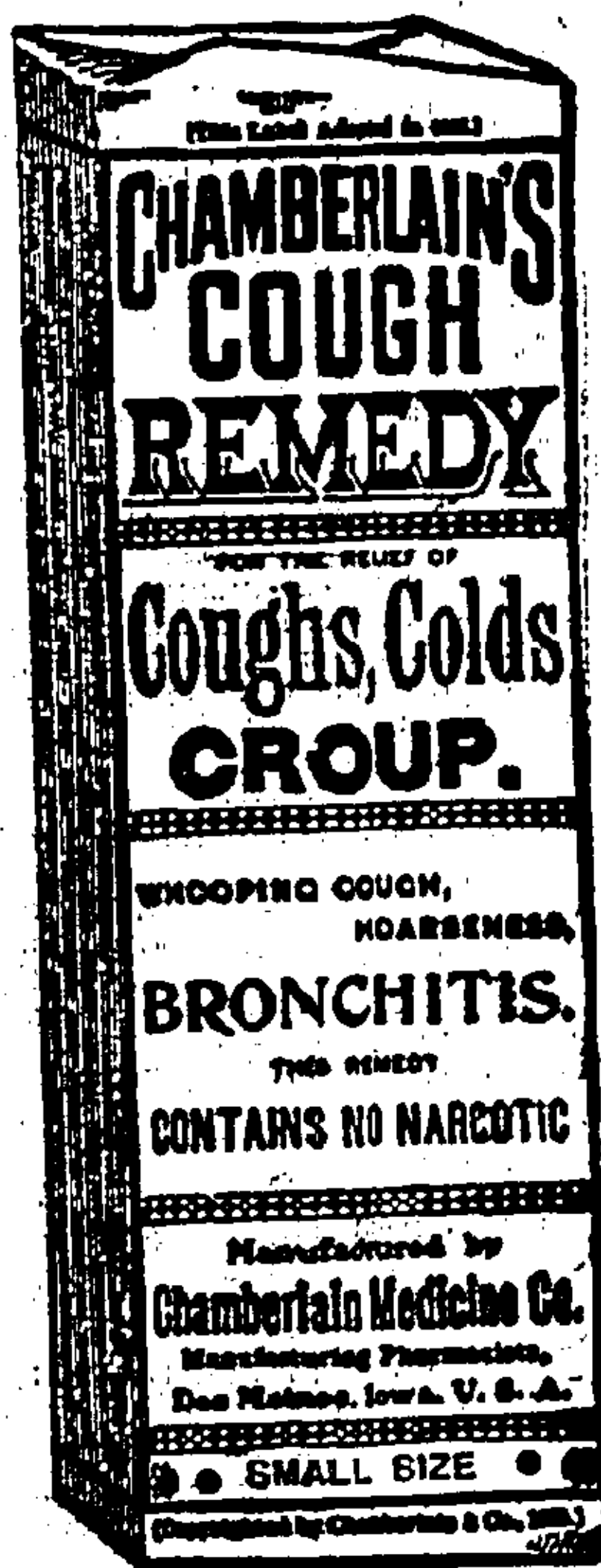
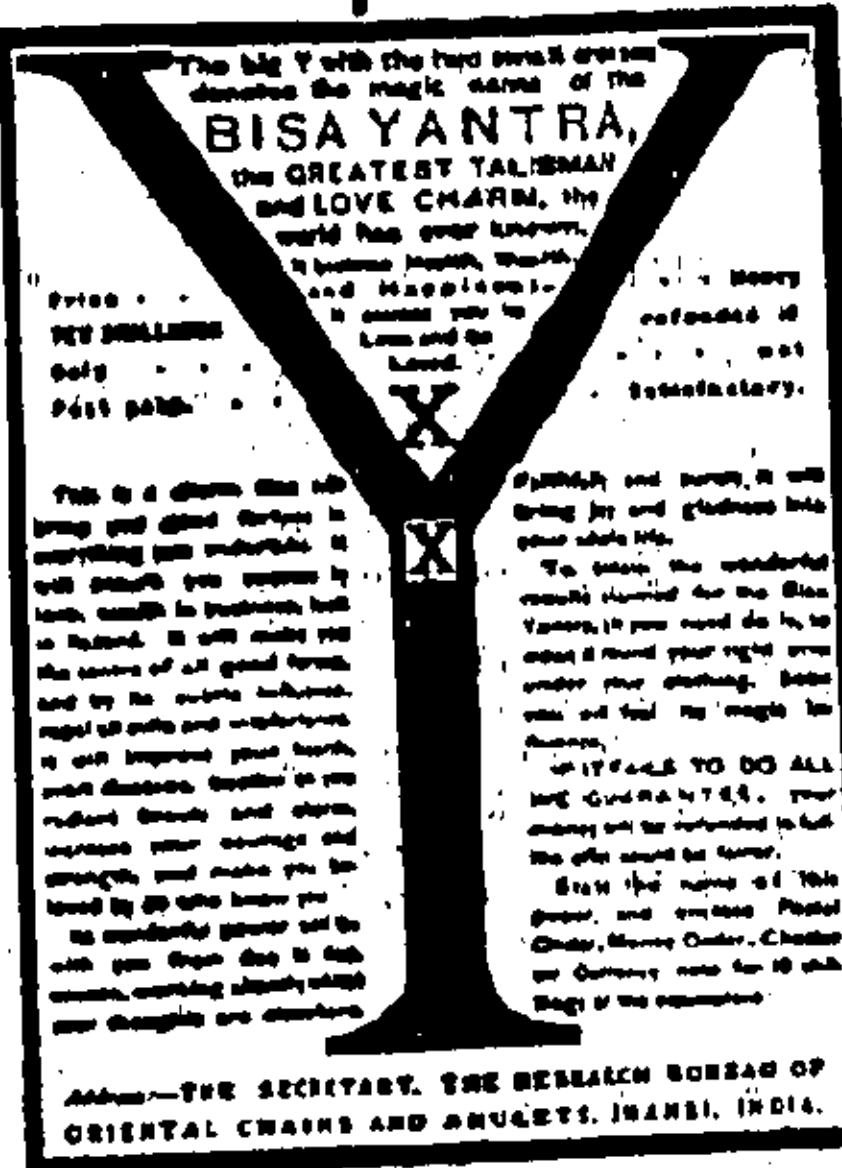
The Archbishop of Canterbury said that it had been pointed out that in the form before them there was nothing to show that any necessity was laid upon a Bishop to obtain from a deaconess before her ordination a declaration, not merely of loyalty to the Catholic faith, but loyalty to the Church of England. On the Archbishop's suggestion the following rubric, proposed by the Bishop of Ely, was added:

"Before ordaining a woman deaconess the Bishop shall by careful inquiry satisfy as to her character, her training, and her general fitness. He shall also by examination ascertain that she has adequate knowledge, especially of the Bible, the Creed, and the doctrine of the Church, and of the history of the Church and the Book of Common Prayer; and he shall also require her to make and sign a declaration that she believes the doctrine of the Church of England as set forth in the Book of Common Prayer to be agreeable to the Word of God, and that she will at all times teach in accordance with the same."

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The Opinion of an Eminent Veteran Army Surgeon.

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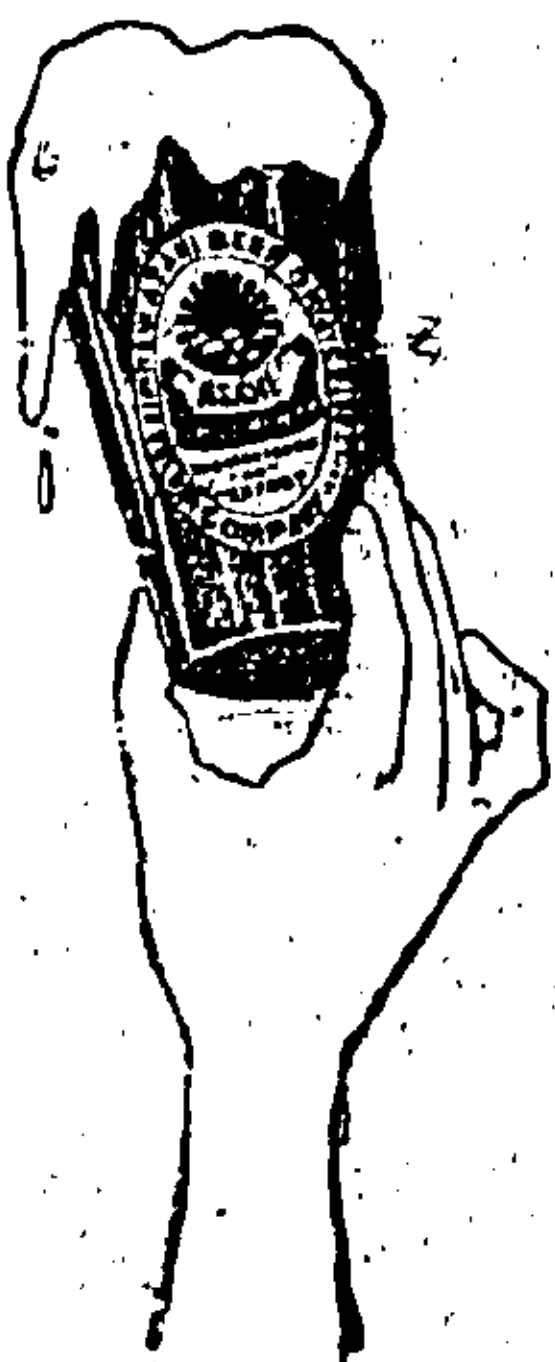
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SEA CHANTIES.

THE SONGS OF TALK AND SHEETS.

[BY SIR HERBERT RUSSELL IN HIS "NAVAL AND MILITARY RECORDS"]

Not very long ago I was watching the (nowadays) huge sailing ship getting under way in the Downs. Her lower canvas fell in fissions from the yards, and the jibs slowly mounted up the stays. A dead lookout who stood by my side said that the "donkey jibber" had "give out," and that the men would have to get the anchor by hand, "like they used to do in the days when sailors were sailors."

And then presently, borne upon the purr of the light easterly breeze, came the sound of a chanty across the water. The air was "Blow, boys, blow," but the words were inaudible. It was easy enough to set the picture to that music: the double bunches of men rhythmically heaving and rising, and stretching at the end of the windlass handspikes the great barrel slowly wound home the red wet studding links of the cable; the chief mate on the forehead, urging them to sing out and heave with a will, and the skipper aft awaiting the intimation of "Hove short!"

WIDER POPULAR KNOWLEDGE.

It is a curious fact that with the decline of the sailing ship there has steadily arisen a wider popular acquaintance with the sea chanty. Twenty-five years ago, when it was still a one-man experience in the life of a great seaport to hear the hoarse chourring of sailors heaving or hauling, the average landman could have told you no more about the chanty than that it was a sort of sea song. Today, if you ask the question of the average landman, it is more than likely that not only will he be able to differentiate correctly between the sea song (which may be one of Dikens's ballads or a dreamy waltz about white wings) and the chanty, but will be able to give you several examples of the latter. This is a rather curious anomaly, seeing that there is now so very little at sea to sing about, but none the less it is a certain fact.

A song, says Dana in his inimitable book "Two Years before the Mast," is as good as ten men. Not only does the chanty brace the hands together in united effort, it puts them in good humour by the vehicle it affords for an expression of their sentiments towards the skipper, the mates, the owners—anybody and everybody whom they regard as their natural enemies. I suppose that chanties were originally composed to definite words. But I have never yet heard two versions of any one of them quite alike.

ORIGIN OF THE WORD.

Like many other things nautical, the creation of the chanty is attributed to the Americans. But if etymology is any index to origin, I should say it comes from the French. For the word is obviously a corruption of chanter, and the French always were such noisy sailors that it is easy to believe they began the musical business on shipboard. On the other hand, many of the best-known chanties are indisputably of Yankee composition. "Across the Western Ocean," "Roll the cotton down," "Blow, boys, blow!" "Shen an'uh," "The plains of Mexico," to name only a few—plainly bear their national imprint.

But the most delicious chanties are certainly of British composition. Amongst these I should certainly give pride of place to the outward-bound chanty, "Goodbye, fare ye well!" Another example of pretty melody is "The Rio Grande." Blow the man down is, perhaps the best known of the entire category, and is attributed to a Liverpool man.

Chanties vary in character according to the work which they are designed to accompany. A windlass chanty is necessarily in slow time. A capstan chanty is considerably quicker, and one of the favourites in this class was never written as a chanty at all, being the old air of "Camp Town rucks." The hand-over-hand, or pulling chanty, is of the quick order, such as "Up she rises," "Cheerily, men!" or "Whisky, Johnnie!"

MUCH SINGING, LITTLE PULLING.

In the palmy days of sail the "chanty man" was a very valuable member of the crew. He would select the particular song to be sung on any occasion, and lead off solo, until it came to the chourring passage of manual effort. One inevitable drawback of the chanty is that it entails a great deal of singing to a very little hauling. You would hear the chanty man delivering three or four lines of florid verse—usually unfit for publication—before he reached the admonition to "pull, my lads, pull," which was taken up and acted upon by the rest. It is only in the "walk away" ditties, of which "Haul the bowline!" is a good example, that there is concerted bawling and hauling throughout.

How is it that the sailorman, whatever the natural timbre of his voice, invariably breaks into falsetto in chanting? I have heard shellbacks, with tones deep as an organ note, become shrill as an hysterical woman in "Boney was a warrior" or "Ranza." Probably this arises from some instinctive idea of enhanced effect, and certainly the result is characteristic. A chanty sung monotonously in basso-profundo would be a very melancholy affair.

ROMANTIC ASSOCIATIONS.

The chanty forms a musical category wholly its own. It no more belongs to the recognized order of sea songs than it belongs to "The album of love pasties." "Spanish Ladies," "Tom bowling," and "A life on the ocean wave" are fine sea songs, but they are not sailors' songs. They are no more of a professional order than are such ejaculations as "Shiver my timbers!" or "Aye, aye, there!" samples of nautical dialect. Whilst it is very difficult to trace the original verses of most of the chanties, owing to the extent to which these have been improvised by generations of Jacks, yet so far as this is possible there is very little reference to the sea in them. As a rule they apostrophize "Sally Brown," or a "Fair little maiden who in London did dwell," or "Shen an'uh, lovely daughter," "Blow the man down" is mainly devoted to a dithyrambic description of what happened in consequence of "a walking down Paradise street."

Of course, it is the romantic association of the chanty rather than the words and music which appeals. These songs conjure up a wonderful series of ocean pictures. In fact, they would form a splendid accompaniment to any maritime cinema show depicting the progress of a voyage. You get under way to "Goodbye, fare ye well." You make sail to "Blow the man down" and "It's a." You roll into blue water to "Across the Western Ocean." You get into dirty weather and shorten sail to "Stormy was a warrior." You

(Continued on next page.)

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For all kinds of skin diseases, such as Eczema, Psoriasis, etc.

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INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.

TSINGTAU via SWATOW & SHANGHAI	"TUNGSHING"	Thursday	7th June, Noon.
HAIPHONG via HOIHOW	"MINGSANG"	Friday	8th June, 8 a.m.
MANILA	"KONGSANG"	Friday	8th June, 3 p.m.
HONGKONG	"TAISHING"	Saturday	9th June, Noon.
SHANGHAI via SWATOW	"KONGSANG"	Sunday	10th June, 10 a.m.
TSIENTSIN	"CHEONGSHING"	Monday	11th June, Noon.
SANDAKAN	"MAUSANG"	Monday	11th June, 3 p.m.

TSINGTAU via SWATOW & SHANGHAI	"KWONGSANG"	Tuesday	12th June, Noon.
BANGKOK via SWATOW	"KWAISANG"	Tuesday	12th June, Noon.
SHANGHAI via SWATOW	"KONGSANG"	Friday	15th June, Noon.
KOBE via SHANGHAI	"KUTSANG"	Saturday	16th June, Noon.
STRAITS & CAL CUTTA	"KUTSANG"	Monday	18th June, 3 p.m.
KOBE via SHANGHAI & MOI	"KUTSANG"	Saturday	23rd June, Noon.
STRAITS & CAL CUTTA	"KUTSANG"	Saturday	23rd June, 3 p.m.

CALCUTTA LINE.—This line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta, steamers proceed via Straits and Bangkok to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE.—A weekly service is maintained with Manila by vessel, with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when Indochina steamer is not present.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 15,000 tons steamers, "KONGSANG" and "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken at through Bills of Lading for Kuala Lumpur, Labuan, Tawau and Lahad Dato.

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BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Fuzhou, by two steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "LAISANG" will be despatched on or about

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OUTWARDS.

HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves H'kong	Discharges
"GLENIFFER"	13th June.	"GLENAPP"	1st July.	
"CAERNARVONSHIRE"	2nd July.			
"GLENBEG"	16th July.			

Movements are subject to change without notice.

For freight or further particulars please apply to—

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The Glen Line, Ltd., AGENTS.

Telephone: Central No. 215 sub-ex. 33 and Central 2466

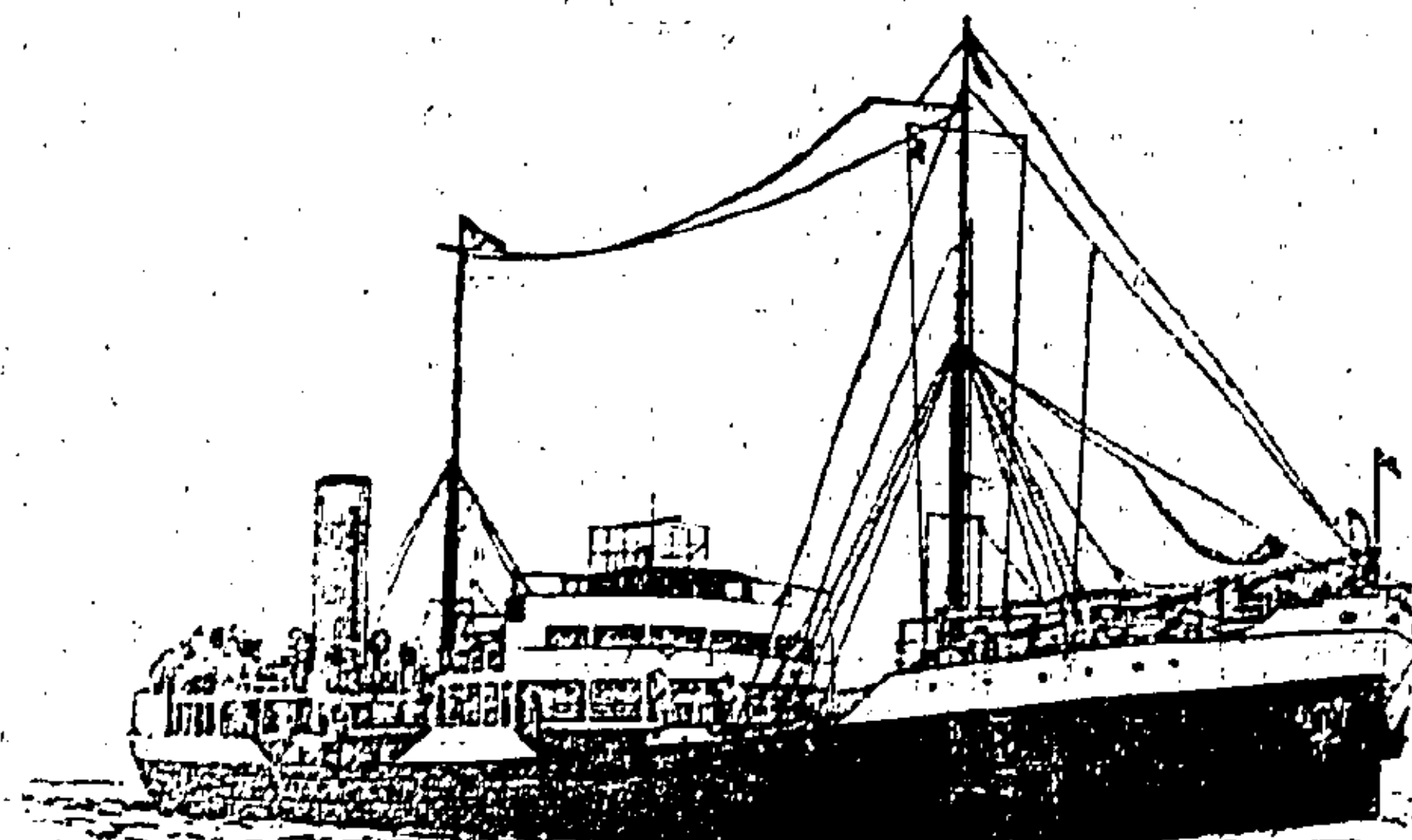
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SHIPPING NEWS

ARRIVALS

June 5th.

Cheribon Maru, Japanese str., 2,401 tons, Capt. C. Hidaka, from Surabaya and Balik Papan, with a general cargo—Nanyo Yusen Kaisha.

Glentara, British str., 3,840 tons, from London and Singapore, with a general cargo—J.M. & Co.

June 6th.

Taito Maru, Japanese str., 1,125 tons, Capt. T. Horio, from Shanghai and Amoy, with a general cargo—N.Y.K.

June 6th.

Achilles, British str., 7,099 tons, Capt. S. Glusup, from Manila, with a general cargo—B. & S.

Alabanne Maru, Japanese str., 6,068 tons, Capt. T. Yamaguchi, from Tacoma and Shanghai, with a general cargo—O.S.K.

Chilo, French str., 3,246 tons, Capt. Guillard, from Marseilles and Saigon, with a general cargo—Messageries Maritimes.

Hai Hong, British str., 1,057 tons, Capt. W. Pusemore, from Swatow, with a general cargo—Douglas S.S. Co.

Hokko, Chinese str., from Canton.

Honolulu Maru, Japanese str., 3,540 tons, Capt. H. Mogami, from Katsura, with a general cargo—O.S.K.

Hydrangea, British str., 501 tons, Capt. W. J. Colman, R.N.R., from Swatow, with a general cargo—Chu On S.S. Co.

Kurehara, British str., 1,229 tons, Capt. F. A. Lovings, from Tientsin and Swatow, with a general cargo—B. & S.

Quikly, Dutch str., 1,507 tons, Capt. F. L. Lange, from Manila, with a general cargo—J.C.C.L.

Panama, Danish str., 3,301 tons, Capt. O. Hammar, from Singapore, with a general cargo—John Mathers & Co.

Sun On, Chinese str., 304 tons, Capt. Lee Ping, from Kwangchowwan, with a general cargo—Hop Fat.

Suway, British str., from Canton.

Telamachi, British str., 1,340 tons, Capt. W. Anderson, from Saigon, with a general cargo—W. Fat Shing.

Tokai Maru, Japanese str., 2,505 tons, Capt. P. Murakami, from Chiuwang, with a general cargo—Doddell & Co.

Yuzon Maru, Japanese str., from Canton.

CLEARANCES

June 5th.

Bangka, for Bangkok.

City of Carthage, for Takao.

Kupang, for Swatow.

Martique, for Bangkok.

June 6th.

Andania, for Batavia.

Cheng Tai, for Canton.

Chia, for Shanghai.

Glentara, for Shanghai.

Haitan, for Singapore.

Haitan, for Bangkok.

Hokkaido, for K. C. Wan.

Honolulu Maru, for Singapore.

Kupang, for Pakhoi.

Ling Shun, for Canton.

Mohandoo, for Swatow.

Ohketch, for Shanghai.

Phumputh, for Saigon.

President Jackson, for Manila.

Singapore, for Miji.

Sosha Maru, for Swatow.

Suway, for Swatow.

Taito Maru, for Canton.

Tano, for Shanghai.

Yuzon Maru, for Keelung.

PASSENGERS

ARRIVALS.

Per M.M. s.s. *Chilo*, on June 6th: Mr. and Mrs. Tulsane, Mr. O'Neill, Mr. Dunn, Mr. Workmeister, Mr. J. Dabrocha, Mr. and Mrs. Barretto, Mr. Durand, Mr. Henry Baromet, and Mr. René Dabot.

SHIPPING MOVEMENTS

The s.s. *Laonard* (Blue Funnel) left Liverpool on June 2nd for Singapore, Hongkong, Shanghai, Moji, Kobe, Osaka and Yokohama, and is due here on or about July 6th.

The s.s. *Autogaea* (Blue Funnel) left Liverpool on June 2nd for Hongkong, Shanghai and Haikow, and is due here on or about July 4th.

The s.s. *Prism* (Blue Funnel) arrived at Liverpool on June 1st.

VESSELS EXPECTED

Angkor (M.M.), due July 3rd.

Empress of Australia, due June 20th.

Helena (Blue Funnel), due June 22nd.

Kushino Maru (N.Y.K.), due June 18th.

Portico (M.M.), due June 18th.

President Pierce, due June 10th.

Rhesus (Blue Funnel), due June 8th.

Rheonor (Blue Funnel), due June 27th.

Sado Maru (N.Y.K.), due June 15th.

Solviken (Richmers line), due June 10th.

Troilus (Blue Funnel), due June 14th.

Yoshino Maru (N.Y.K.), due June 20th.

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WEATHER REPORT.

June 5th at 18:00.—Warning to Hongkong, East Ports, &c.—Depression or typhoon of unknown intensity within 80 miles of Lat. 18 deg. N. Long. 114 deg. E. moving N.N.E. June 6th at 04:00.—Warning to Hongkong, Coast Ports, &c.—Typhoon of unknown intensity within 120 miles of Lat. 20 deg. N. Long. 127 deg. E. moving N.E. June 6th at 14:00.—Pressure is highest to the east of Tokyo. Changes are small at all reporting stations.

A depression is central over the Gulf of Tonkin.

At 6 a.m. this morning the typhoon was 300 to 400 miles east of the Balingang Channel, moving N.E.

Hongkong rainfall for the 24 hours ending at 10 a.m., 6th June, 0.0 inch. Total since January 1st, 13.4 inches, against an average of 36.37 inches.

The forecast for the 24 hours ending at noon, 7th June, is as follows:—

DISTRICT FORECAST

Hongkong to Gap Rock E. winds, fresh; fair at first, some rain later.

Formosa Channel N.E. winds, strong.

South coast of China between Hongkong and Lamcocks No. 1.

South coast of China between Hongkong and Hainan No. 1.

HONGKONG TIDE TABLE

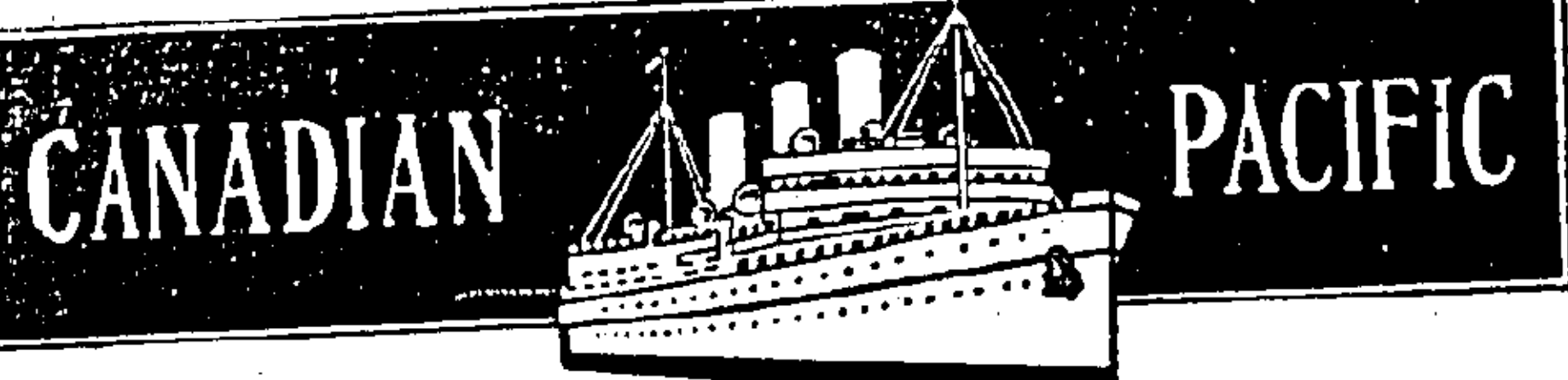
From June 7th to 13th, 1923.

Days of Week	Days of Month	HIGH WATER		LOW WATER	
		Standard Time	Height	Standard Time	Height
Thur.	7	5:36	4.8	10:38	2.1
Thur.	8	4:14	4.8	10:59	2.1
Fri.	8	0:13	4.6	11:56	3.0
Fri.	9	8:40	4.5	0:57	3.1
Sat.	9	6:35	4.5	0:57	3.1
Sat.	10	7:24	4.5	0:24	2.4
Sun.	10	7:27	4.1	0:38	2.5
Sun.	11	8:34	4.4	2:18	2.8
Mon.	12	7:49	4.4	1:30	1.8
Mon.	13	8:51	4.4	2:11	2.7
Tue.	13	8:12	4.8	2:37	1.9
Tue.	14	8:33	4.4	2:37	1.9

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEKS LOCAL NEWS.

The Paper to send Home.



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

From Hongkong	Due Vancouver	From Vancouver	Due England
Empress Russia	June 14	July 2	June 23
Empress Australia	June 29	July 18	July 7
Empress Asia	July 12	July 30	Aug. 3
Empress Canada	July 28	Aug. 13	Aug. 10
Empress Russia	Aug. 6	Aug. 27	Aug. 18
		Empress Scotland	Sept. 1

Three Trans-continental Trains Daily.
Standard Sleeping Cars, Compartments & Drawing Rooms.
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REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG & HAIPHONG.

For HAIPHONG via Hoihow & Pakhoi

s.s. "SAIAN MARU" ... on or about 14th June.

For KEELUNG via Swatow & Amoy

s.s. "TAIKWA MARU" ... on or about 14th June.

For further particulars, please apply to—
S. MITARAI, AGENT,
No. 47, Bonham Strand, West
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VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DEPARTURE
NEW YORK & PANAMA	Genoa Maru	Jap.	Nippon Yusen Kaisha	On beginning July
NEW YORK & BOSTON	Roman Prince	Brit.	Princo Line	About 19th June
BOSTON & NEW YORK via SUEZ	City of Pittsburgh	Brit.	The Bank Line, Limited	On 15th June
SAN FRANCISCO, &c.	Jasok	Am.	Strathers & Barry	On 29th June
VICTORIA & VANCOUVER, B.C. via SHANGHAI, &c.	Empress Russia	Brit.	Canadian Pacific O. S. Ltd.	About 14th June
VICTORIA, SEATTLE & VANCOUVER via J. PORTS.	Yokohama Maru	Jap.	Nippon Yusen Kaisha	On 25th June
VICTORIA, SEATTLE & VANCOUVER via J. PORTS.	Alabama Maru	Jap.	Osaka Shosen Kaisha	On 14th June
VICTORIA, SEATTLE & VANCOUVER via J. PORTS.	Achilles	Brit.	Butterfield & Swire	On 8th June
VICTORIA, SEATTLE & VANCOUVER via J. PORTS.	Empress Australia	Brit.	Canadian Pacific O. S. Ltd.	On 29th June
VANCOUVER via SHANGHAI & ANTWERP	Sardinia	Brit.	F. & O. B. L. & A. L.	On 13th June
MARSEILLES, LONDON & ANTWERP	Angers	Brit.	Messageries Maritimes	On 25th June
MARSEILLES, LONDON & ANTWERP	Chili	Brit.	Messageries Maritimes	On 8th July
MARSEILLES, LONDON & ANTWERP	Cordillero	Brit.	Messageries Maritimes	On 13th June
MARSEILLES, LONDON & ANTWERP	Kamo Maru	Jap.	Nippon Yusen Kaisha	On 29th June
MARSEILLES, LONDON & ANTWERP	City of Tokio	Brit.	The Bank Line, Ltd.	On 8th June
MARSEILLES, LONDON & ANTWERP	Phaenix	Brit.	Butterfield & Swire	On 13th June
MARSEILLES, LONDON & ANTWERP	Fumeaux	Brit.	Butterfield & Swire	On 14th June
MARSEILLES, LONDON & ANTWERP	Amur Maru	Jap.	Osaka Shosen Kaisha	On 1st July
MARSEILLES, LONDON & ANTWERP	Glenapp	Brit.	Jardine, Matheson & Co., Ltd.	On 12th June
MARSEILLES, LONDON & ANTWERP	Oudekerk	Ger.	Reuter Bros. (London) & Co.	About 7th June
MARSEILLES, LONDON & ANTWERP	A bel von Bayern	Freu.	Messageries Maritimes	About 2nd half July
MARSEILLES, LONDON & ANTWERP	C. Maes	Freu.	Messageries Maritimes	About mid July
MARSEILLES, LONDON & ANTWERP	Le de Mississipi	Freu.	Messageries Maritimes	On 11th June
MARSEILLES, LONDON & ANTWERP	Mor oka Maru	Jap.	Nippon Yusen Kaisha	On 18th June, 3 p.m.
MARSEILLES, LONDON & ANTWERP	Laing	Brit.	Jardine, Matheson & Co., Ltd.	On 14th June
MARSEILLES, LONDON & ANTWERP	Jeypore	Brit.	F. & O. B. L. & A. L.	On 8th June
MARSEILLES, LONDON & ANTWERP	Van Choon	Brit.	Jardine, Matheson & Co., Ltd.	On 4th July
MARSEILLES, LONDON & ANTWERP	Fiamen-L	Dut.	Butterfield & Swire	On 8th June, D.L.
MARSEILLES, LONDON & ANTWERP	Kueichow	Jap.	Yamashita Kisen Kaisha	About 14th June
MARSEILLES, LONDON & ANTWERP	Saima Maru	Jap.	Yamashita Kisen Kaisha	About 14th June
MARSEILLES, LONDON & ANTWERP	Tak -u- Maru	Jap.	Jardine, Matheson & Co., Ltd.	On 14th June, 2 p.m.
MARSEILLES, LONDON & ANTWERP	Man-ang	Brit.	Nippon Yusen Kaisha	On 27th June
MARSEILLES, LONDON & ANTWERP	Tango Maru	Jap.	P. & O. B. L. & A. L.	On 7th July
MARSEILLES, LONDON & ANTWERP	Apalara	Brit.	Butterfield & Swire	On 10th June, 10 a.m.
MARSEILLES, LONDON & ANTWERP	Changsha	Brit.	Jardine, Matheson & Co., Ltd.	On 1st June
MARSEILLES, LONDON & ANTWERP	Lokang	Brit.	Nippon Yusen Kaisha	On 12th June
MARSEILLES, LONDON & ANTWERP	Kashima Maru	Brit.	P. & O. B. L. & A. L.	On 9th June, 4 p.m.
MARSEILLES, LONDON & ANTWERP	Araluen	Brit.	Butterfield & Swire	About beginning of Aug.
MARSEILLES, LONDON & ANTWERP	Vincow	Ital.	Dodwell & Co., Ltd.	About 19th June
MARSEILLES, LONDON & ANTWERP	Duchessa D'Aosta	Ital.	Java-China-Japan Lijn	On 1st July
MARSEILLES, LONDON & ANTWERP	Tijlbeet	Dut.	Osaka Shosen Kaisha	On 11th June, Noon
MARSEILLES, LONDON & ANTWERP	Argun Maru	Jap.	Jardine, Matheson & Co., Ltd.	About 12th June
MARSEILLES, LONDON & ANTWERP	Cheongching	Dut.	Osaka Shosen Kaisha	On 7th June
MARSEILLES, LONDON & ANTWERP	Tijmanhoek	Dut.	Jardine, Matheson & Co., Ltd.	On 12th June, Noon
MARSEILLES, LONDON & ANTWERP	Honolulu Maru	Jap.	Jardine, Matheson & Co., Ltd.	On 12th June, Noon
MARSEILLES, LONDON & ANTWERP	Kwaiang	Brit.	Butterfield & Swire	On 12th June, 12 Noon
MARSEILLES, LONDON & ANTWERP	Kiangsu	Brit.	Douglas Laing & Co.	On 12th June, 1 p.m.
MARSEILLES, LONDON & ANTWERP	Kepong	Brit.	Longias Laprak & Co.	On 12th June, 3 p.m.
MARSEILLES, LONDON & ANTWERP	Bahong	Brit.	Jardine, Matheson & Co., Ltd.	On 13th June
MARSEILLES, LONDON & ANTWERP	Loongsuang	Am.	Struthers & Barry	On 13th June
MARSEILLES, LONDON & ANTWERP	West Ivan	Am.		

"ELLERMAN LINE"

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

"OUTWARDS."

1. "CITY OF MANCHESTER" 9th June. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

2. "CITY OF TOKIO" 8th June. ... Marseilles, London & Hamburg.

3. "CITY OF MANCHESTER" 17th July. ... do.

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"A" Class Steamers ... 1st Class £92.—2nd Class £62.
 "B" Class Steamers ... 1st Class £84.—2nd Class £56.
 "C" Class Steamers ... 1st Class £56.—

N.B.—"C" Class Steamers comprise those of the "Cargill" which have accommodation for a few passengers but do not carry Passengers.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE, LTD.

(Tel. Central 780)

HOLYOAK, MARSEY & CO., LTD., CANTON.

(10)

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

1. "CITY OF PITTSBURGH" ... via Suez Canal ... 15th June.
 2. "KOBLENZ" ... via Suez Canal ... 25th June.
 3. "DIOMED" ... via Suez Canal ... 5th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE on THE BANK LINE, LTD., HONGKONG.

(JOHN SWIRE & SONS, LTD.)

HONGKONG AND CANTON. HOLYOAK, MARSEY & CO., LTD., CANTON.

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M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	For Am. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
CORDILLERE	—	—	11th June
ANGERS	—	—	25th June
CHILI	4th May	6th June	9th July
ORTHOS	18th May	19th June	23rd July
ANGOR	1st June	3rd July	6th Aug.
CHAMBERD	15th June	17th July	20th Aug.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A Class (1st Class) ... 25. 0s. 0d. B Class (1st Class) ... 25. 0s. 0d.
 B Class (2nd) ... 25. 0s. 0d. C Class (2nd) ... 25. 0s. 0d.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

1. "C. MAGES" loading for HAYRE, ANTWERP & DUNKIRK, about 2nd half June.

2. "LT. DE MESSIEY" loading for HAYRE, ANTWERP & DUNKIRK, about mid. July.

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

3, QUEEN'S BUILDING.

CONSIGNATION—TRANSHIPMENT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good
 Accommodation for First-Class Passengers, Electric Light and Fans in staterooms.
 Saloons and Excellent cuisine

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 2 or 10 Days)

HAIHONG ... Capt. W. C. Parsons ... 8th June, at 1 p.m.
 HAIPHONG ... Capt. Ellis Walker ... Tuesday, 12th June, at 12 Noon.
 HAIPHONG ... Capt. J. S. Thomson ... Friday, 15th June, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

General Managers

**P. & O., British India
Apcar and
Eastern & Australian
Lines**

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, ORISSA, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY**DIRECT ROYAL MAIL STEAMERS.**

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"SARDINIA"	8,580	13th June	Marseilles, London & Antwerp.
"JEYPORE"	8,318	16th June	Spore, Penang, Colombo & Bombay.
"DELTA"	8,097	17th June	Bombay, Marseilles, London & Antwerp.
"SICILIA"	8,513	25th June	Spore, Penang, Colombo & Bombay.
"MAIWA"	10,241	11th July	Bombay, Marseilles, London & Antwerp.
"KIDDERPORE"	8,334	15th July	Singapore, Colombo & Bombay.
"DEVANAH"	8,099	25th July	Marseilles, London & Antwerp.
"ROUDAN"	8,686	30th July	Spore, Penang, Colombo & Bombay.
"RHIVA"	8,017	8th Aug.	Bombay, Marseilles, London & Antwerp.
"KARHMIR"	8,241	22nd Aug.	Marseilles, London & Antwerp.
"SICILIA"	8,513	26th Aug.	Spore, Penang, Colombo & Bombay.
"MACTONIA"	10,812	7th Sept.	Bombay, Marseilles, London & Antwerp.
"DONGOLA"	8,068	21st Sept.	Marseilles, London & Antwerp.
"NANTUA"	10,302	5th Oct.	Bombay, Marseilles, London & Antwerp.
"KARMALA"	9,098	19th Oct.	Marseilles, London & Antwerp.

BRITISH INDIA - APCAR SAILINGS

"JANUS" 4,224 14th June Calcutta via Singapore & Penang
 "JAPAN" 6,052 24th June Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA" 6,000 7th July Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver.
 The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of S.S. to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Tasmania Canal.

SAILING TO SHANGHAI & JAPAN

"ARAFURA" 6,000 12th June Japan direct.
 "SICILIA" 8,513 15th June Shanghai only.
 "MAIWA" 10,241 17th June Shanghai only.
 "TANDA" 7,000 10th June Japan via Amoy.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while waiting the on carrying steamer.

First Class Passengers may travel by R.F.E.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels measuring not more than 3 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Rates, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

9, Des Voeux Road Central, HONGKONG.

Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and NEW YORK

S.S. "ROMAN PRINCE" ... on or about 10th June.

S.S. "GAELIC PRINCE" ... on or about 1st July.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

Telephone: Central 3165

Telegrams (Furness)

(Incorporated in Great Britain)

8, George's Building

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O. S. K.**SAILINGS FROM HONGKONG SUBJECT TO ALTERATION**

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.

"AMUR MARU" ... Wednesday, 13th June

RIO DE JANEIRO, SANTOS, & BUENOS AIRES—via Saigon

Singapore, Colombo, Durban and Capetown—Passenger Service.

"SEATTLE MARU" ... Tuesday, 10th July

BOMBAY—fortnightly service via Singapore and Colombo.

"ANDES MARU" ... Thursday, 21st June

SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service.

CALCUTTA—Monthly Service via Singapore and Rangoon

"HONOLULU MARU" ... Thursday, 7th June

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND POINTS U.S.A. & CANADA—Passenger Service.

"ALABAMA MARU" ... Thursday, 14th June

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco—Panama and Colon Ports.

"HAMBURG MARU" ... Saturday, 7th July

JAPAN PORTS—Shanghai, Dairen, Kobe & Yokohama

"ARGON MARU" ... Sunday, 1st July

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"KAJO MARU" ... Every Sunday, Noon.

"AMAKURA MARU" ... Every Sunday, Noon.

TAKAO via SWATOW & AMOY. ... Thursday, 7th June

"SOBU MARU" ... Thursday, 7th June

For sailing dates and further particulars please apply to: K. SHIMA, Manager.

Tel. Central No. 4020.

**C. N. C.
CHINA NAVIGATION CO., LTD****SAILINGS SUBJECT TO ALTERATIONS.**

For	Steamer	To Sail
SWATOW & SHANGHAI	"SUNNING"	On 7th June, Noon.
SHANGHAI	"CHUSAN"	On 7th June, Noon.
SHANGHAI & TSINGTAO	"YINCHOW"	On 9th June, 4 p.m.
WEIHAIWEI, CHEFOO & TIENSIN	"CHIHAI"	On 10th June, D.L.
NEWCHOW	"CHIHAI"	On 10th June, Noon.
SWATOW, SHANGHAI & FUKOW	"LUCHOW"	On 12th June, D.L.
AMOY & SHANGHAI	"SOOCHOW"	On 12th June, Noon.
SWATOW & BANGKOK	"KIANGSU"	On 12th June, Noon.
MANILA	"TEAN"	On 12th June, 4 p.m.
PAKHOI & HAIPHONG	"CHINHUA"	On 13th June, 11 a.m.
SWATOW & SHANGHAI	"SUIYANG"	On 14th June, Noon.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Fokow), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

Telephone Central 38.

(JOHN SWIRE & SONS, LTD.)

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE Agents.

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AUSTRALIAN ORIENTAL LINE

(HONGKONG, PHILIPPINES AND AUSTRALIAN PORTS.)

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sandakan, & Aus. Ports.
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This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

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BUTTERFIELD & SWIRE

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(JOHN SWIRE & SONS, LTD.) Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO
 FROM HONGKONG BY DIRECT ROUTE.

S.S. "Jacox" ... Due Hongkong 15th June
 Leave Hongkong 17th June.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY
 SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF
 LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, CEBU, ILOILO AND ZAMBOANGA.

U.S.B. "West Sequana" ... Due Hongkong 28th June.
 Leave Hongkong 29th June.

TO MANILA AND SINGAPORE.

U.S.B. "West Ivan" ... Due Hongkong 12th June.
 Leave Hongkong 13th June.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY

L. EVERETT,

General Agent for

JAPAN-CHINA-PHILIPPINES.

INDO-CHINA-STRAITS & JAVA.

1st Floor, Queen's Building.

Phone Central No. 3008.

U. P. BRADFORD, Esq. Agent.

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DODWELL & CO., LIMITED**REGULAR SAILINGS TO NEW YORK & BOSTON**

For NEW YORK & BOSTON via SUEZ

S.S. "WRAY CASTLE" ... sailing on or about 8th July.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT,
 BLACK SEA & DANUBE PORTS.

PIRELLA having been re-opened for traffic, cargo is also accepted; for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

FOR BRINDISI, VENICE & TRIESTE

S.S. "FIUME-L" ... sailing on or about 4th July.

S.S. "DUCHESSA D'AOSTA" ... sailing beginning of August.

FOR SHANGHAI, YOKOHAMA & KOBE

S.S. "DUCHESSA D'AOSTA" ... sailing on or about 5th July.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,

Agents.

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**JAPAN COAL
AND
GENERAL IMPORTS & EXPORTS**

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 THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE—TOKIO

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